

YOUR TICKET TO A TRIP BACK IN TIME!

Bus & Coach

PRESERVATION

Inside this month:

RHONDDA RETURN



UNITED OLYMPIAN



**LONDON BUS MUSEUM'S
SWIFT RESTORATION**



**NEW HOME FOR
PRESTON PD3**

**NORTHAMPTON I46
RESTORATION FINALE**

**Plus the latest news
and much more ...**



Wythall's

latest

**AEC-engined Daimler takes
up residence at BaMMOT**



Vol 19 No 8 JANUARY 2017

£4.50

DOUGLAS' REGENT DAYS

Douglas, the principal town on the Isle of Man, was the only municipal operator on an island which still today boasts a rich variety of interest for the transport enthusiast ranging from horse trams to motorbikes!

The first motorbuses were purchased in 1914, but the first AEC Regents, for which the operator became noted, arrived in 1933.

During the 1950s and 1960s the seasonal variability of the route network placed enormous demands on the Corporation's vehicles in summer, but only modest demands from the resident population during winter months. Although this meant that vehicle life was extended somewhat, the necessity to maintain a large fleet used only fully during the summer season, caused the Corporation to run up substantial losses and, from the mid-1950s, periodic attempts to dispose of the undertaking were made.

As a result new vehicles were purchased only in smaller numbers. In order to economise further, a move to one-man operation was proposed, and in 1970, eight Leyland Tiger Cubs were purchased from Lancashire United Transport in order to accelerate the changeover.

By 1975 the number of services operated had been reduced to just 17, and on 1 October 1976, the buses of Douglas Corporation along with those of Isle of Man Road Services were absorbed into the newly formed Isle of Man National Transport, municipal bus transport in Douglas coming to an end after almost 75 years.

Here we bring you a small selection of some of those long-ruling Regents.



TOP LEFT: Seen here outside the Sea Terminal behind No 55 (GMN 905), No 50 (DMN 650) was the last prewar AEC Regent, arriving in 1939 and remaining in service until 1967. 1947 built No 55 was withdrawn in 1971. The five utility buses which followed No 50 comprised two Bedford OWBs and three Daimler CWA6s all bodied by Duple, Regents returning in 1947. Whilst the OWBs went in 1957, the Daimlers remained in service until 1970.

UPPER LEFT: Also new in 1947, No 58 (HMN 689) was withdrawn in 1974. Note the brick under the front wheel! Alongside is No 36 (230 UMN), one of eight Duple Donington-bodied Leyland Tiger Cub dual-purpose saloons acquired from LUT in 1970. New 1957 as LOT No 623, as one of six still in service at the time of the formation of Isle of Man Road Transport.

LOWER LEFT: No more double-deckers were purchased between 1950 and 1957, a year which saw the arrival of the first of 11 AEC Regent Vs. The first four were rear-entrance buses with bodywork by Metro-Cammell, the remaining seven being front-entrance. The first three of these were also fitted with Metro-Cammell bodies, but the final four received Willowbrook bodies, two of which, No 4 (679 BMN) and the last delivered No 15 (410 LMN), are illustrated here.



NEWS PLUS

The latest news from the world of bus preservation and beyond.

POETRY IN MOTION

MALCOLM KEELEY goes poetic on Birmingham Daimlers, revealing why he failed 'O'-level English Literature!

RETURN JOURNEY: STANDARD VARIETY

It's the radiator that makes the difference! We bring you some examples of the Birmingham 'Standard'.

ALL CHANGE FOR STILL IN SERVICE

A new format for still in service is on its way . . .

SURVIVAL OF THE FITTEST

The sole United Leyland Olympian now in preservation recently completed a record breaking 31 years in service, almost of them with major operators. NICK LARKIN reports.

RETURN JOURNEY: UNITED WE STAND!

A quick round-up of pre-NBC buses in the United fleet.

No 1s AND ODD ONES

JOHN G. LIDSTONE attended a unique at the Epping Ongar Railway.

HELP ME RHONDDA

PHILIP LAMB takes a look at a Rhondda Buses Mercedes-Benz returned to original livery, evoking memories of South Wales buses in the 1990s.

RETURN JOURNEY: TWO GENERATIONS

Rhondda disappeared in 1972, briefly re-emerging as a 'new' operator in the deregulation era. Here we bring you some views representing both.

LEICESTERSHIRE LEYLANDS

In the three years since our last visit, another bus has joined the Country Hopper collection. SIMON GILL reports on recent developments.

COACHING CLASSICS: HEBBLE

One of the great Yorkshire coach operators remembered.

NORTHAMPTON 146 – THE FINAL FRONTIER REACHED

GEOFF R. MILLS takes a look at the final stages of the restoration of Roe-bodied Crossley DD42/3 Northampton 146 (VV9146).

A SWIFT PRESERVATION

DAVID JUKES takes a brief look at London's Swifts and in particular the London Bus Museum's SMS369 (EGN 369J).

THE MODEL PAGE

NIGEL APPLEFORD takes a look at EFE's 15600 Series Routemasters — The deregulation models.

OFF ROUTE

Interesting buses at Britain's biggest classic car show, why the Hilton Hotel appears to be using NBC vinyl bus seats to entice guests and an extraordinary Private Eye cover! NICK LARKIN reports.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **Birmingham 1486 (GOE 486)**, a Metro-Cammell-bodied Daimler CVA6 is the latest addition to the ranks of Birmingham buses at the Transport Museum, Wythall. Read the full story on page 14. PHILIP LAMB

OPPOSITE, MAIN PICTURE: All 27 (nine prewar and 16 postwar) AEC Regents were bodied by Northern Counties represented here by postwar Regent IIIs: Nos 59 (HMN 690) new in 1947 and 63 (JMN 727) new the following year. No 59 was withdrawn in 1974 following a creditable 27 years, No 63 doing even better by being still in service at the time of the creation of Isle of Man Road Transport some two years later.

All pictures: PRESBUS ARCHIVE

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76WFA-006 BIRCH BROS—WEYMANN FANFARE (£17) RRP £18.75

1.148 Scale

NAEC-014 SOUTHDOWN—AEC MATADOR (£6) RRP £6.95
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(43 Waverley)
46712B LOTHIAN ECLIPSE 2
(21 Leith Links)



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41418B IPSWICH AEC REGENT
(3 Rushmere Heath)

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B010 LONDON COACHES AHE 996T
B011 GREY-GREEN (083 Yarmouth) XYK 764T
B014A KELVIN SCOTTISH (5 Lenzie Station) 3061, 630 DYE
B014B KELVIN SCOTTISH (Chartered) 3063, RMS 396W
B015 COLCHESTER (084 Colchester) 102, DHK 102T
B016A WALLACE ARNOLD GREY SWW 142R
B016B EVAN EVANS SWW 130R
B017 SMITHS HAPPYWAY 113, BTB 696T
B018 WALLACE ARNOLD CREAM 1537, XWX 166S
B019 WYPTE METROCOACH YWX 537X
B012 BRITISH COACHWAYS CED 203T

BRISTOL LODEKKA'S

B104A FIFE (12 Birnham Road) FRD106, GM 7002
B104B FIFE (025 Garage) FRD104, GM 7011
B105A WEST RIDING (82 Hemsworth) 401, XNU 424
B105B WEST RIDING (58 Wakefield) 418, SNN 73
B107A WESTERN SMT (Woodhall) GB1151, GCS 237
B107B WESTERN SMT (Dellingburn) GB1158, GCS 244
B108A BRISTOL (418 Bristol) L8460, YHT 956
B108B BRISTOL (233 Chippenham) L8486, 851 CHU
B109A WEST YORKSHIRE (53 Bradford) DX46, RWY 824
B109B WEST YORKSHIRE (53 Harrogate) DX23, OWX 167
B110A MIDLAND GENERAL (D8 Chesterfield) 436, VRB 522
B110B NOTTS & DERBY (C6 Nottingham) 468, 17 DRB

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3/4 Dec Manchester Bus
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Weekend
2 Jan Bank Holiday Monday
Coventry
Running Day & Transport
Fair at Coventry Rugby Club
Butts Road CV1 3GE

26 Feb Swansea Bus Museum
Open & Running Day
12 Mar Dewsbury Bus Museum
25 / 26 Mar Manchester
Transport Museum
9 Apr Brooklands Bus
Museum Open Day
16 / 17 Apr Wythall Museum
Easter Operating Days

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Where are we now?

Welcome to 2017! When *B&CP* started in 1998, only a brave man would have predicted that we would still be here almost 20 years later and still going strong. It is very encouraging that we still receive many compliments about the magazine week in, week out. 'Keep up the good work', most of you say, and yes we very much intend to.

Looking back to the early days reminds us just how much the bus preservation scene has changed. When the magazine first hit the newsstands, its main target audience was the hundreds, if not thousands, of private preservationists who were looking for a monthly journal offering advice and direction with plenty of background material to get stuck into following a hard day grinding, filling and sanding or perhaps rebuilding an engine, fingers numb from the cold and teeth chattering.

Now whilst this scenario still reflects the bus preservation scene to some degree, things have changed. Preservation has become much more organised with those involved joining together to form groups able to share expertise and resources.

This is no more true than in the Museum sector, many of which are now self-sufficient when carrying out major restoration work, given of course that that all too elusive commodity, cash is available in sufficient quantities!

Quite an industry has built up too offering professional restoration services ranging from a complete rebuild to recovering steering wheels.

So quite a different scene today in many ways but beneath it all still lie many of the reasons this magazine was conceived. Some of the problems and issues that were around then still sadly confound us

here at *B&CP* today. Storage problems are certainly amongst the perennials.

Recently we've heard sad tales of buses being evicted for various reasons and on more than one occasion. It is nigh on impossible to swiftly arrange alternative and suitable accommodation resulting in nicely restored and lovingly maintained vehicles being left out in the open — a retrograde step and one which in the long-term leads to the deterioration of buses and coaches which have had precious time and money heaped upon them. Fighting the weather is a clear losing battle.

Then there's the law which actively prevents money being collected on buses. All rides offered without the relevant documentation to run a bus service must be free. Many agree that this aspect of bus preservation needs some modification, but in nearly 20 years of running days nothing has changed.

It is in fact this aspect of the law which impinges on many aspects of our hobby, not least by allowing a small minority to turn up and enjoy the fruits of the labours of others at a running day near you, Sunday after Sunday during the season. Not only does it deprive event organisers of much needed income, it means also that bus riders can have a good day out without paying for admission to the museum or a hall containing a transport fair. Maybe most don't come with the intention of buying anything anyway, but the traders are being deprived of chance purchases which can amount to quite a few pounds.

So once again a plea for the New Year: buy a programme, pay to go into the museum, make an 'off bus' donation — do your bit, please!

PHILIP LAMB



Eastons acquires second SB from Coastal & Country

Eastons Coaches of Stratton Strawless has acquired a second 1958 Bedford SB3 (696 UXO) with Duple Vega body from Coastal & Country of Whitby. 696 UXO was new to Shadwell of Warrington as SED 232 in February 1958, passing to Newton, London

in March 1965, and a month later to Gorwood, East Cottingham, with which it was fitted with a 330 diesel effectively making it an SB5.

After the closure/retirement of Gorwoods it passed to Thorne's Independent of West Bubwith in September

2004, Thorne's did some restoration but did not operate the coach commercially, later re-registering it 696 UXO retaining the original number SED 232 on a modern coach. In October 2012 it was sold to Coastal & Country of Whitby to work in its heritage fleet

alongside Bedford SB3 399 ETB on its Whitby Tour as well as some wedding work.

Eastons acquired 399 ETB in May 2016, 696 UXO following in November 2016. Both will see use in its heritage fleet.

Report: JOHN WAKEFIELD, Picture: MARK KIRK



Cambus Olympian saved

The sole surviving roadworthy example of 12 Northern Counties-bodied Leyland Olympians new to Cambus in 1988 has been saved for preservation and is being restored in a currently extinct operator's livery.

The batch of vehicles with Gardner 6LXB engines and ZF automatic gearboxes were 506-17 (F506-17 NJE). Nos 506-11 were new to Peterborough depot whilst 512-7 went to Cambridge.

The survivor, No 509 has been acquired by the Eastern Bus Group and is to be repainted in the yellow and white colours of Viscount Buses, an operator for north Cambridgeshire created when Cambus was split in two during 1989.

All of the Olympians were specified with 75 seats and carpeting on the walls and ceilings!

In 2000 the NJE-registered Olympians were withdrawn from Peterborough, No 509 being sent to Bedford without making it into the revised Stagecoach livery although it carried the new logo. The bus was sent to a dealer before being acquired by Tiger European of Nottinghamshire and subsequently re-registered F74 MRC.

Members of the Eastern Bus Enthusiasts (EBE) have now acquired the

bus, which was reunited with its original registration before sale. Spokesman Nathan Merryweather said: 'We felt this bus was an important survivor and its acquisition means we can revive a lost livery.'

The group would appreciate information on undercover storage

available for buses, not necessarily in the Eastern counties.

Anyone wishing to become involved with the Olympian or the group's other projects should e-mail: admin@easternbusgroup.co.uk or visit to the website www.easternbusgroup.co.uk Report and picture: NICK LARKIN



Heritage Lottery Fund Support for Tramway Village

Crich Tramway Village, home of the National Tramway Museum, Crich, Derbyshire, has received £73,900 from the Heritage Lottery Fund (HLF) for an exciting 18-month 'Transformation' project. Led by staff and volunteers, the project focuses on making the museum more resilient, sustainable and better able to manage the heritage it cares for.

The project will not only conduct a strategy review, but also undertake a training programmes for volunteers.

Two new part-time posts, an events co-ordinator and a fund raising and development officer, will be created to enable the museum to explore new ways of working and to become more resilient.

Commenting on the award, Dr Mike Galer, General Manager said: 'I am delighted to have secured the support of the Heritage Lottery Fund to enable us to become better able to respond to the challenges that lie ahead. There are exciting opportunities for staff and volunteers alike to be involved in the project.'

Explaining the importance of the HLF support, the head of the HLF in the East Midlands, Jonathan Platt, said: 'It is incredibly important for organisations like the Tramway Museum to be able to be resilient and sustainable, with strong governance and a well-trained volunteer base. This is precisely what the Transition Fund is for, and we are really pleased to be able to support the Museum to continue to protect this important aspect of our transport heritage'.

Recruitment for the new posts will begin this year.

CRICH
TRAMWAY
VILLAGE

Got a story?

Our newshound Nigel Appleford's food bowl needs your input. Nigel is sitting quietly waiting for you to feed him stories, so please contact him at nigel.appleford@btinternet.com. Don't let the poor dog starve!

Bedford OB Restoration completed

HOD 55, formerly Western National No 566, a 1949 Bedford OB/Duple Vista has recently completed a two-year restoration with Kenzies Coaches of Shepreth.

Following service with Western National the coach passed to Down of Ottery St. Mary, Saunders of Winkleigh and Annetts and Porter, Basingstoke, before going to Cedar Coaches, Bedford in March 1985. Sadly after only a few years of use with Cedar it was laid up in its yard becoming virtually derelict.

In April 2012 it passed to Bedford OB enthusiast Tim Wootton for restoration but owing to health issues, it was sold again in July 2013 to Cyril Kenzie of Shepreth, Cambridgeshire for a full

rebuild by his restoration team. The coach was finally completed and re-certified as a PSV in mid-November, having been bought by William Holder of Coastal Coaches, Warton, Lancashire for use on wedding and heritage work. Report and pictures: JOHN WAKEFIELD



Seen in Blackburn

Seen by CHRIS NEWTON in Blackburn on 23 August was rare survivor XPM 365, a 1962 Harrington Crusader-bodied

Commer Avenger IV, new as a Harrington demonstrator. It now has a second life as a car transporter/living quarters.



Dew's Leyland PD3 moves on

Former Ramsbottom and one-time Black Prince East Lancs-bodied Leyland PD3/4, FTF 702F, which has been in the Dew's of Somersham Heritage Fleet since 2006 has returned to one of its previous owners, Derek Taylor who operated it in his Alpha Coaches fleet in Bootle from 1982 until 1984.

Dew's acquired the bus in September 2006, repainted it in its corporate

green and used it on wedding and other specialist private hire work. It left Somersham for Bootle in late October. At the time of writing it is not sure what Mr Taylor will use it for, but continued wedding and heritage work has been suggested. It is understood that Mr Taylor has connections with Presidential Travel of Bootle.

Report and picture: JOHN WAKEFIELD



Roaring Lioness

On Sunday 21 August 2016 The British Commercial Vehicle Museum in Leyland held its Great British Lorries Day Event. During the course of the day CHRIS NEWTON captured 1927 Leyland Lioness, YT 3738 which was used to work two or three trips giving people a short tour of the town.



Runners put Reading Buses on the map again

Seven runners and their supporters have put Reading Buses on the map by again competing in the Great South Run.

With most of the 'team' running for Reading Buses Charity of the Year, the Campaign Against Living Miserably (CALM), it was only fitting that their transport down to the race was the charity bus adorned with CALM messaging on it.

Taking time to drive 'Team Reading Buses' to Portsmouth for the run was Nick Mortimore who has come in for special thanks from organiser Kevin Pinches for giving up his Sunday to not only drive the team there and back, but also to cheer them on as they went round the course.



Ex-Portsmouth Atlantean found

Following many 'lost' years, what is believed to be Portsmouth Metro-Cammell-bodied Leyland Atlantean 232 (232 CRV) has been sighted in the New Forest area of Hampshire. Although static, it appears to be remarkably complete. According to 'Traveller' Dave Fawcett's *Travellers Buses* it had been used as a campaign bus by Greenpeace

hence the removal of the front and rear domes.

Sister 233 (233 CRV) passed to travellers after service with G&G Coaches of Leamington Spa and was seen on television in the 1990s during battles with police and travellers near Stoney Cross in the New Forest. 233 is believed to have been scrapped after these events.



Moss Motor Tours Bedford enters preservation

Former Moss Tours, Sandown, IoW Bedford YMT/Plaxton Supreme CDL 677V has entered preservation with Shaun 'Woody' Robins of Dulverton.

New to Moss Tours in August 1979 it passed to Normans Coaches of Bosham, Hants in May 2002 and was a regular attendee at rallies in the early 2000s. Following the death of owner Norman Hudson in 2014, the fleet was 'frozen' until executors and solicitors saw their way to dispose of the vehicles in January 2016.

CDL 677V was to become a band bus/camper for an up-and-coming 'pop' group in Buckinghamshire, but luckily for the Bedford plans changed, the coach being acquired via eBay by 'Woody' in August 2016. At the time of writing (November

2016) the coach is receiving some TLC at Wyvern Omnibus of Stourport-on-Severn and will be placed on loan to

Wyvern and used on heritage work.

Report: JOHN WAKEFIELD, Picture: DAVID JUKES



Vintage Jersey buses sold on eBay

Two vintage Jersey buses new to JMT from the late Richard Payne's Collection sold to D. J. Catering of Leicester in 2014 recently appeared for sale on eBay. They are OSJ 512, a 1948 Morris Commercial

CVF 13/5 with Wadham body (asking price £19,995), and 804 FUF, a 1954 Albion Victor FT39AN with Reading body (asking price £11,995). The Morris has been exported to Dubai to become a

feature in a restaurant, whilst the Albion will become a fine wine bar at Gatwick Airport.

Report: JOHN WAKEFIELD, Pictures: D. J. CATERING



FBHVC Survey reveals number of preserved PSVs

Preserved buses and coaches form just 1% of the 1,039,950 historic vehicles registered in the UK, according to the biggest ever survey of its type.

An incredible 8m people in Britain have an interest in historic vehicles—one in ten wanting a classic of their own, according to the study carried out for the Federation of British Historic Vehicle Clubs. A total

of 13,929 questionnaires were completed for the study, which also revealed that 2% of the total vehicles owned were HGVs and a surprising 10% tractors (105,703 in all).

Classic cars formed the biggest proportion, with 49% of the total. Other findings concluded that the historic vehicle movement contributed £5.5 billion to

the economy, this extraordinary total being calculated by the costs of keeping vehicles as well as sales, attending events and purchases of magazines and books. Around 34,900 people are employed as a direct result of the historic vehicle movement, although there is still a skills shortage.

Further details via: www.fbhvc.co.uk

WMPTE 30 — Hours of Happiness!

'Happy Hours' are a great way to get a good time going. The Transport Museum, Wythall had its first 'Happy Hour' in 2009, in fact that day had two and, yes, people really enjoyed themselves, so how would people feel after four consecutive 'Happy Hours'?

WMPTE 30 on Sunday 9 October at Wythall's four 'Happy Hours', moved progressively forward hour by hour

from the days of the old municipal bus operations to buses only recently withdrawn. Thanks to massive support from kind owners there was a superb variety of guest buses with 40 vehicles in service, coupled with 33 in the static display. So many PTE logos had not been seen since its last day as a bus operator on 25 October 1986!

Pre-planning resulted in a fantastic

day — the frequency to the Maypole rivalling the Birmingham Inner Circle in its heyday!

Even recovery vehicles made a celebratory run to the Maypole with Pete Murphy's new arrival, WMPTE Foden 103, looking brilliant and stealing the show. Report and pictures: JAMES MUNRO/MALCOLM KEELEY



'Lost' Bedford OB surfaces in Lancashire

A long-forgotten Bedford OB Duple Vista bodied coach, GED 797 has surfaced in Aspull near Wigan, Lancs, having been stored for around 20 years. GED 797 was owned by J. P. & M. Bell from new (October 1950) but operated by J. Fairhurst (brother-in-law of Philip Bell) until November 1951, when presumably Bell obtained his own licence. The coach passed to Eddie Callan in March 1966 and then to Toppings Super Coaches of Liverpool in July 1967. It was then

acquired by John Tomkinson of Huyton in May 1972 for use it as a non-PSV in conjunction with the Skelmersdale branch of the Spastics Society. It entered preservation with Malcolm Groarke of Stockton Heath in July 1974 (the name still on the boot doors). Malcolm passed it on in 1988 to the David Griffiths of Great Sankey.

The PSV Circle then records it with Premier Auto Trim of Aspull, near Wigan c 1995, apparently stored in a yard with

derelict lorries and cars. In October 2016 it was spotted parked near the B2539 in Aspull, apparently waiting for transport to take it to new owner Stephen Rumbelow, a Northwich businessman who went to the yard at Aspull to buy a Land Rover, saw the OB and ended up buying that as well. Stephen plans to restore the OB, but it will require a lot of work if it is to ever run again.

Report: JOHN WAKEFIELD, Pictures: MERSEYSIDE TRANSPORT TRUST



Beer and Buses: a fantastic weekend

The third of the massively popular Isle of Wight Beer & Buses Weekends took place over the weekend of 15/16 October. The event is a collaboration between the Island's branch of CAMRA and the Isle of Wight Bus Museum. It is a major undertaking, yet it is organised on a voluntary basis by a small group of individuals. Vehicle owners also participate voluntarily, sometimes at considerable expense, such is the growing reputation of the event. The event saw over 70 classic buses and coaches on display or in service on 11 routes covering the length and breadth of the island. Thousands of passengers were carried on the free buses over the two days, with some vehicles operating at or near maximum capacity. More than 60 pubs participated, with many reporting greatly increased levels of custom.

Tim Marshall, of the Isle of Wight branch of CAMRA, said: 'We were monitoring the network closely and received regular reports from bus crews and local CAMRA stewards. This allowed us to send out additional buses to cover major peaks in demand. Despite this, we were aware that some customers experienced delays to their planned journeys, and for this we apologise.'

Said Ben Bartram, the event co-ordinator: 'Owners of visiting vehicles did us proud and enjoyed themselves too. Given the number and average age of the vehicles, we experienced remarkably few



problems, most of which were quickly resolved. We've had some excellent feedback and I've already had enquiries about next year's event.'

Our pictures show a line up of NBC red at Newport Quay consisting of ex-Eastern Counties Bristol RELL RL516 (EPW 516K) from the East Anglia Transport Museum, ex-Northern Metrobus 3501

(UTN 501Y) from Sunderland (a seven hour run) and ex-Swindon & District Bristol VRT 5529 (DHW 351W) from Bristol. Also crowds waiting to board ex-Wilts & Dorset Bristol VRT 4413 outside the Buddle Inn at Niton mid-afternoon on the Saturday, the view taken from the relief bus (which was also full!). Pictures: NIGEL APPLEFORD

New event planned for Bournemouth/Poole

A small group of enthusiasts led by Jonathan Hawkins is planning an event on 10 June 2017 in Bournemouth or Poole.

The date has been chosen in the hope that enthusiasts and bus owners would consider making a weekend out of it by going to Bournemouth on the Saturday and then going on to 'Southsea Spectacular' on the Sunday.

The group is in discussions with Bournemouth Council to see if it will permit use of Kings Park, Bournemouth or a venue in Poole. It will be the first such event in Bournemouth for many years. It is hoped that owners of former Bournemouth, Wilts & Dorset, Royal Blue and other local operators will join the event.



Save the Santa Bus

A well-known Hartlepool Transport Bristol RE forever associated with Christmas has been saved and returned to the town for restoration.

No 77 (OEF 77K), one of 58 REs new to the operator, became a local legend as it carried Santa's sleigh on its roof

every festive season for around 20 years. Withdrawn in 1997, the bus was converted into a mobile social club for Age Concern, East Yorkshire before being acquired by the Trent Valley Gliding Club.

The bus was due to be scrapped earlier this year as replacement had been

acquired, but was saved by the newly formed Hartlepool Historic Vehicle Group. Spokesman Jon Hare said: 'We really wanted to save this bus which we feel is an important part of local history. My Grandad worked for Hartlepool Transport and I must admit I shed a tear when it came round the corner on the low-loader.'

The bus needs seats, a centre door and other items as part of its restoration. 'If anyone knows of any seats or other spares for Hartlepool REs, we would be very grateful,' said Jon. 'We would also very much appreciate information on undercover accommodation for this and other Hartlepool buses locally.' Sadly the Santa's sleigh has not survived.

Jon can be contacted on 07953 292488 or jonhare93@googlemail.com. You can also paste 'Hartlepool Historic Vehicle Group' into Facebook.

Report: NICK LARKIN,

Picture: JON HARE



Island Lancet

New to Southern Vectis in 1935 as its 516 (DL 9706), this Harrington-bodied Dennis Lancet was one of a number to be requisitioned from Southern Vectis by the War Department in April 1941. In July 1943, the vehicle returned to the company, and was selected as one of six to be sent to Eastern Coach Works at Irthlingborough, Northamptonshire for rebodding in 1944. As these were new bodies on old chassis, full austerity standards were not applied. The

new ECW Series 1 35-seat bodies had rear entrances and were fitted with their original seats, luggage racks and light fittings

No 516 lasted with the company until 1952 and sold to a dealer by the name of Joliffe, based in Somerton, Cowes in 1953. By 1957, DL 9706 had been purchased by building contractors Cheek Brothers based at St George's Down, Newport. Converted into a mobile workshop and mess room, it was towed from site to

site by a traction engine. At some time, the original windows were removed and panelled over, some household 'push-out' windows being substituted.

The bus was sold in July 1965 to John Golding, of Wellow, Isle of Wight who used it as a static workshop, being towed to his premises by traction engine also. In 1974 it was built into a shed (forming part of one wall) constructed to house a collection of preserved vehicles. John Hinson acquired the Lancet in 1989, transporting it to the mainland (probably for the first time since 1944) during December of that year. Extensive restoration, perhaps better described as a complete rebuild, took place between 1989 and 2015 with the majority of the external and mechanical work undertaken by Ward Jones Commercial Vehicles of High Wycombe. Internal restoration will be undertaken locally over the next few years.

It is seen here on 13 September 2016 at its first event, the Stoke Bruerne 'Village at War' weekend, having made its first outing under its own power for 64 years the previous weekend.

Report and Picture:

GRAHAM WHEELER



RT at the Palace

The London Bus Museum's RT2775 was chosen to feature in an event held at Buckingham Palace on 15 October last to celebrate the Queen's 90th birthday. Ninety vehicles were invited to take part, one for each year of the Queen's life. They were displayed in the Palace courtyard and attracted much interest from the many tourists. The oldest vehicle was a Bullnose Morris Oxford car dating from 1926, the year of the Queen's birth.

Apart from a Morris 1000 AA van and a World War 2 Austin K2 military ambulance, all the other exhibits were cars, that is apart from the RT which, thanks to the loving preparation it received

for its royal appearance, looked as good as the day it was delivered new in 1952, the year when the Queen's long reign began.

RT2775 is the only survivor of three London Transport buses (the others being RT2776 and RTL1307) selected to tour the USA and Canada in 1952, promoting tourism to this country. It had a lengthy and thorough restoration carried out by the London Bus Preservation Trust which was completed in 2012, the 60th anniversary of the American Tour.

All the display vehicles entered the Palace courtyard by a side gate, except RT2775. Not only was it the first of the day's vehicles to be called up but

also it was the only one to be driven in through one of the main gates, a splendid sight indeed.

HRH Prince Michael of Kent, well-known for his interest in classic vehicles, was in attendance and spent a long time inspecting those assembled and talking with their drivers and passengers and in the case of the RT, its conductor, also. . .

The event was organised by the All-Party Parliamentary Motor Group and the All-Party Parliamentary Historic Vehicles Group. Report and picture:

GRAHAM SMITH
(conductor!)



Open toppers for sale

Here's your chance to buy one (or both!) of these straight-from-service Volvo D10Ms now for sale . . .

New to Badgerline, the vehicles have been made redundant by the DDA changes for double-deckers coming into force on 1 January. Dan Shears of West of England Transport Collection fame is handling the sale. Offers around £5,000 per vehicle are invited. Get in touch with Dan via daniel.shearswet@gmail.com





Poetry in motion

MALCOLM KEELEY goes poetic on *Birmingham Daimlers*, revealing why he failed 'O'-level English Literature!

Like certain actors and actresses, some buses are not the most handsome or beautiful but they have a special quality; they photograph well and have large fan clubs. In this category has to be Birmingham's first postwar buses, the Daimler CVA6s. If you never encountered them then you won't understand the fascination, but to have known them is to love them!

AEC 7.7s

There was a huge demand nationwide for new buses after World War 2 and Birmingham was pleased to receive at last deliveries of new Daimlers with Metro-

Cammell bodies of generous quality and quantity. Around half the Daimlers, however, could not have the preferred Gardner engines and the usual substitute was Daimler's own CD6. The first 75 buses, however, had AEC 7.7 units (7.585 litres but the marketing men liked seven-seven).

This is an engine that sounds good coupled to anything. Whether fitted in a silky manual gearbox AEC Regent, a rough-and-ready Bristol K6A, a discreet Daimler CVA6 or the engineers' cherished AEC Matador recovery vehicle, a seven-seven hammering along was a sound to savour. Poetry in motion — as the poet meant to write if only the poor chap could have made it fit:

'A poor life this if, full of care,
We have no time to stand and hear a
seven-seven fair . . .'

Daimler then standardised on pre-selector gearboxes and its AEC 7.7 powered CVA6 was a peacetime development of one of the few models offered in wartime, the CWA6.

It actually provided a combination no longer to be found in the AEC catalogue. Surprisingly, considering the number sold prewar, AEC did not offer the 7.7 with a pre-selector gearbox in its postwar Regent and Regal ranges — preselects now had to have the 9.6, a good engine but less frugal.

The CVA6s thus offered a delicious combination of aural delights to the passengers; the song of the pre-selective transmission softening the thump of the 7.7, assisted by moquette covered lining panels on the lower decks of Birmingham buses.

BIRMINGHAM'S CVA6s

The 75 Birmingham buses were numbered 1481-555 (GOE 481-555), all being delivered in 1947. They were initially operated from Harborne garage, but some were later transferred to other garages and Birchfield Road also became particularly associated with them, including bus 1486 on its allocation. They were all withdrawn from service between 1961 and 1966.

To the generation of enthusiasts who grew up in the 1940s, the CVA6s held the special position of being the first BCT buses delivered after the war, a beautiful contrast to the worn-out prewar fleet and the primitive wartime stock. BCT replaced its fleet in just over seven years so, to those born only a little later, the CVA6s for many years had the special aura of being the oldest buses in the fleet!

No 1486 was among the first batch of 50 post-war buses to be sold in April 1962. Unlike later batches, a number of these were sold by the dealer for further use. By a numerical coincidence the two with the lowest numbered chassis (12910 and 12911), better known as 1482 and 1486, became staff vehicles for Elke's Biscuits of Uttoxeter, being replaced in 1966 and sold to a local breaker. They became hemmed in by other scrap vehicles which may have delayed their scrapping, but also made them difficult to remove.

The late Colin Hawketts bought his first Birmingham City Transport bus in 1971, purchasing Leyland PS2 2231 (JOJ 231) from the recently created West Midlands Passenger Transport Executive which

had absorbed BCT. Soon afterwards he checked out the two CVA6s in the scrapyard and concluded 1486 was a practical project. He made a deal in February 1973 that included the replacing of missing or tired items with parts from 1482 where possible.

BACK ON THE ROAD

Colin was not the sort of guy who would spend 30 years on a perfect restoration. He returned 1486 to a most respectable state commendably quickly, the bus attending rallies fully repainted by mid-1974. The amount of effort must not be



Opposite page: **Birmingham 1486 (GOE 486), a 1947 Metro-Cammell-bodied Daimler CVA6 is a recent addition to the comprehensive collection of former BCT buses housed at The Transport Museum, Wythall.** PHILIP LAMB

This page, top to bottom: **No 1486 seen when almost new, working from Harborne garage.** R A MILLS/
THE TRANSPORT MUSEUM WYTHALL

No 1486 spent many years working from Perry Barr garage and its Birchfield Road satellite. It would be seen frequently on the once mighty 29A service across the city between Pheasey estate and Baldwins Lane, Hall Green. This is Stratford Road, Sparkbrook. F W YORK/
THE TRANSPORT MUSEUM WYTHALL

Former BCT Nos 1482 and 1486 during their time as staff buses for Elke's Biscuits.
THE TRANSPORT MUSEUM WYTHALL



under-estimated; this was, after all, a bus that had spent several years in the open in a scrapyard. Fortunately the Metro-Cammell bodies were extremely well built and immaculately maintained with BCT, a solid legacy that assisted Colin in his restoration.

Colin was a man with particular principles. One was that his vehicles should be kept undercover, another was each vehicle (there would be several more) would get a test certificate each year. These disciplines minimised deterioration and ensured that his fleet remained mobile. Colin took his buses all over the UK in earlier years, the Llandudno Transport Festival remaining a particular favourite of his, but age slowed him down in the 21st century.

He was a legendary figure and, when he passed away in February 2014, his funeral was attended by everybody in West Midlands bus preservation. Three of his BCT vehicles were involved, the coffin being carried on Daimler COG5 lorry conversion AOG 638 while guests were

conveyed in 1486 and Leyland 2231.

The reluctance of BCT to sell single vehicles and the desperate shortage of accommodation in the West Midlands in the early days of bus preservation means that there is no duplication of BCT's pre-1950 types. No 1486 is the very last survivor of the 425 exposed-radiator Daimler/ Metro-Cammells delivered to Birmingham between 1947 and 1950. In August 2016, Mrs Hawketts gave the Transport Museum, Wythall, first refusal on 1486 and the sale was immediately settled. The museum's subsequent appeal for funds was well supported but is incomplete and still open to anybody who wishes to contribute by PayPal or a cheque payable to Transport Museum Wythall. (Please mark the back of your cheque '1486 purchase').

WYTHALL DELIGHT

Wythall is delighted that such an appropriate bus has joined the collection. There have been other movements in the ownership of BCT vehicles in the last year

or so and, although it has given Wythall a bumpy financial ride, the museum now has a much clearer idea of the BCT collection that will need to be housed long-term (and the financial challenge that goes with that).

Many years ago Rob Handford organised a run of BCT's early postwar moquette, primarily for Guy 2548 which he was then restoring. At the time Wythall did not invest in this but Colin did and this supply has also been acquired by the museum, providing more than enough for 1486 when the big restoration comes along, and for other BCT buses in the collection too. In the meantime 1486 has been examined and, while the jury is still out on the full health of the engine, nothing major has been identified yet on the bodywork. Kevin Hill attended to the exterior paintwork a few years ago so, hopefully, a good interior clean will allow it to run for a time before major work becomes necessary.

With the restoration of BCT petrol AEC Regent 486 nearing completion,



Wythall is looking forward to a BCT day like no other in the not too distant future and, all being well, No 1486 will be around to play its charismatic part in that.

Opposite, top left and right: **Lower saloon view of 1486 in the scrapyard.** BCT replaced the original gold leaf lettering on the front bulkhead with the unusual loaf-shape notices during overhaul. Colin reinstated the original style whilst restoring the interior, which as can be seen here has a remarkable patina of originality. PETER COLLIER/PHILIP LAMB

Opposite, centre left and right: **Before and now views of the upper saloon.** PETER COLLIER/PHILIP LAMB

Opposite, bottom: **A selection of interior detail views.**

Right: **The narrow upright rear profile of the Birmingham 'standard' was a familiar sight on the streets of Birmingham for several decades.** PHILIP LAMB

Below: **Colin was indeed SPECIAL, a classic BCT 'destination'. No 1486 is seen with 638 and 2231 at the Navigation, Kings Norton, following Colin's funeral in March 2014.** ROB HANDFORD



Standard variety

It's the radiator that makes the difference! Here, we present you with some examples of the Birmingham 'Standard'.



Left: Seen here at Lea Hall in April 1962 is 1948 Metro-Cammell-bodied Daimler CVG6 1605 (GOE 605).

Below: Picking up outside Greys department store in Bull Street on route 32, the Gospel Lane Loop, we see No 1640 (GOE 640), a 1947 Park Royal-bodied AEC Regent III.

Below left: No 1868 (HOV 868), a 1949 Metro-Cammell-bodied Daimler CVG6 hurried down Smallbrook Ringway on Route 17 in September 1964 against a backdrop of 1960s architecture including the Rotunda. All three: OMNICOLOUR

Lower right: Bound for West Bromwich is a very handsome-looking No 2205 (JOJ 205), a 1950 Park Royal-bodied Leyland PD2/I. PRESBUS ARCHIVE





Above: It's November 1963 and all-Crossley DD42/7 2364 (JOJ 364), new in 1950, passes Lyons corner house in Victoria Square on route 25 heading for Kingstanding. OMNICOLOUR

Below: After the exposed radiator . . . came the 'New Look' front, a trend soon followed elsewhere, using the description 'Tin' rather than 'New Look' to describe the cowl concealing the radiator. Demonstrating the new order is 1954 Crossley-bodied Daimler CVG6 3182 (MOF 182). PRESBUS ARCHIVE



All change for 'Still in Service'

Forthcoming legislation under the Disability Discrimination Act (DDA) will see the use of step-entrance double-deck buses on stage carriage work cease from 1 January 2017. Some early low-floor buses are also non-DDA compliant and, like their step-entrance sisters, will face withdrawal or relocation to contract duties exempt from the Act.

So where does this leave Still in Service? Some of you may have noticed an occasional struggle to present a reasonable variety of older vehicles, perhaps too many Olympians or early low-floors for your taste, reflecting the UK bus manufacturing industry's contraction in the 1980s and 1990s.

We are proposing to park Still in Service at its terminus during 2017 and replace it with a new 'On the Road' feature which will include the same material and a little more, as noted below. Any gap between old and new features will be filled by dipping into the sizeable Still in Service archive — there are countless pictures we were unable to find space for publication.

But do please continue to submit Still in Service images to David Jukes in the meantime at david.n.jukes@btinternet.com for possible inclusion in future issues.

Introducing 'On the Road'

'On the Road', as the name suggests, is your opportunity to submit pictures of the following on the open road taken from 1 January 2017 onwards:

Twenty-plus year-old buses and coaches that are still in service. These may be carrying out their normal duties, forming part of an organised enthusiast group visit, tour and/or photoshoot, or be operating free heritage services during a running day event.

Preserved buses and coaches of any age operating free heritage services during a running day or as the subjects of organised group visits, tours and/or photoshoots.

Former buses and coaches used for promotional, exhibition, play, retail, auxiliary and other non-passenger carrying purposes.

Featured vehicles must be photographed on the public highway in the UK or abroad. We will not use pictures taken in depots, bus stations, storage sites, industrial estates, museums, static display areas, coach parks, etc. The featured pictures taken during 2016 provide an indication of what we seek.

There is a danger of inundation with running day pictures. To avoid this we ask individual photographers to submit no more than one image per event. The choice is

yours, but please be innovative. Do note: sending multiple pictures of a single event may render your submission null and void.

Please remember:

- » Quality will always trump quantity, and it is pictures of true quality we are looking for.
- » To keep image file sizes to a reasonable size. We know modern cameras can produce 10MB+ image files but 2MB to 3MB per image is perfectly adequate for publication.
- » To include what, where and when details of your vehicular subject(s) in covering correspondence.
- » To include your full address in covering correspondence -we cannot pay you for published pictures without it!
- » Repeat appearances of individual vehicles are best avoided. Please do not send pictures of a previously featured bus or coach as they will not normally be published.

Please note: that in future we will only be able to accept digital submissions for 'On the Road' which should be sent to David Jukes at david.n.jukes@btinternet.com from 1 January 2017 onwards (please title e-mails 'On the Road').



Mervyn's Coaches of Innersdown (near Winchester) HOD 75, a 1949 Duple Vista-bodied Bedford OB new to Western National as its No 596, operates a free heritage service at the 2016 Friends of King Alfred Winchester Running Day on 1 May 2016.



Above: The campaign for London's mayor was in full flow in early May 2016. J348 BSH, a 1992 Alexander RH-bodied Leyland Olympian new to London Buses as its L348 in roofed form, was used by George Galloway for campaigning purposes when seen in Kensington High Street on 3 May 2016.

Below: Preserved former Solent Blue Line No 637 (NDL 637M), a 1973 Bristol VRT/SL2 new to parent company Southern Vectis, climbs Dover Street, Ryde, during the Isle of Wight Bus Museum's Spring Running Day on 22 May 2016.





Naughtons of London and Chesham N540 SJF, a 1996 Jonckheere Deauville-bodied Volvo B10M-62 new to Clarke of Lower Sydenham, passes the Royal Albert Hall in Kensington Road SW7 on 27 May 2016.

Preserved former Southdown 2210 (PPM 210G), a 1968 Bristol RESL6G new to Brighton, Hove & District as its No 210, is posed for the camera on 7 August 2016.

Preserved former City of Portsmouth No 11 (ERV 251D), a 1966 Metro-Cammell-bodied Leyland Atlantean PDRI/1 new to the operator as its No 251 in roofed form, takes part in the Provincial Society's Stokes Bay Running Day and Rally's afternoon cavalcade on 7 August 2016.

Laying over in Marine Drive, Paignton, between duties on 25 August 2016 is Riviera Sightseeing Tours of Torquay's FFY 403, a 1947 all-Leyland PD2/3 new to Southport Corporation as its No 86 and later converted in its workshops to its current open-top form.



Just on the cusp of the 20 years-old inclusion limit for service PCVs is Emsworth & District P991 AFV, a 1997 East Lancs Spryte-bodied Dennis Dart SLF new to Meteor of Heathrow in dual-door form and latterly operated by Yellow Buses of Bournemouth, seen here in West Street, Chichester, on a wet 2 September 2016. (It may not have been 20 years old when photographed but it is now!)



Operating a rail replacement duty at Cosham station, Portsmouth, on 24 October 2016 is Morton's of Little London H654 VVV, a 1990 Alexander RL-bodied Leyland Olympian new to United Counties as its No 654. The bus has recently been painted in original Stagecoach Group corporate livery with Hampshire Bus fleetnames.



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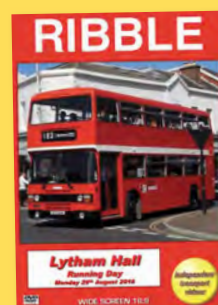
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Survival FITTE of the ST

The sole United Leyland Olympian now in preservation recently completed a record breaking 31 years in service, almost of them with major operators. NICK LARKIN reports.

One of the most appealing aspects of any preserved bus; or even a still-in-service relic, is its pure sense of being something that has had a long and varied history.

ON THE BUSES

Firstly there's the social side, most vehicles having served the public for at least 15 years. This may have been in just one location, be it Luton, Norfolk or Arbroath, with a single or multiple operators.

Imagine all the conversations and incidents that have happened aboard that vehicle from fights to meetings ending in marriage, breakdowns (of the bus!) and children having tantrums who are today running their own IT business.

Some buses, such as London Leyland Titans, may have had careers beginning in the capital and ending in Devon, via Dumfries, thanks to today's large groups getting their money's worth from these vehicles.

Such buses and coaches often bear evidence of their many operators. London Transport notices and seat moquette for example, an old fleet number or a notice in the cab detailing the emergency numbers to call if you happened to have been based at Aldershot depot.

The National Bus Company moved vehicles a lot less than its successors, so most spent their entire careers with one subsidiary. Many enthusiasts have said that a Bristol VRT from Southdown or Western National seemed to feel different from an Eastern Counties or Ribble equivalent. Surely this can't be true. Unless they put something in the water!

OLYMPIAN CAREER

When Leyland Olympian B251 NVN joined the United Automobile Services fleet in 1984 as it No 251, the world was a different place. Only a captain of industry would own a mobile phone and social media involved Teesside working men's clubs advertising in the local paper as a venue for wedding receptions.

The National Bus Company would, it seemed, be with us for a thousand years and the bus most likely be spending 13 years in United-land before going for scrap or to a small operator. And that was a very large United-land as it had yet to large parts of its anatomy removed to form Northumbria Motor Services or indeed lose its Scarborough operations, today part of East Yorkshire Motor Services.

No-one would really have imagined No 251 making it into the new Millennium, never mind have an extraordinary career which would see it still in revenue service with a major operator after an incredible 31 years, finishing with a National Bus Company successor — surely a record for a non-Routemaster?

Obviously the most devout bus enthusiast probably wasn't thinking too deeply about Leyland Olympian preservation in 1984, but if a message could somehow be sent back through time they would probably be quite shocked. Well first they would have probably have remarked: 'Why on earth would you 21st century folk want to preserve one of those for? Must be something to do with your sole diet of miracle vitamin tablets and riding around on those nuclear-powered

Main picture: **Looking superb back in United livery — No 251 (B251 NVN) the only preserved Leyland Olympian new to the operator.** NICK LARKIN

Below left: **No 251 in later version of United livery.** NEIL HALLIDAY COLLECTION

Below right: **No 251 as withdrawn after 31 years service.** NEIL HALLIDAY

rocket scooters all day.'

We digress. United Automobile Services bought more than 75 Leyland Olympians under NBC control, all with ECW bodywork and Gardner 6LXB engines.

These were Nos 201-68 (SPY 201-10X, WDC 211-20Y, AEF 221-9Y, CEF 230-2Y, A233-44GHN, B245-51 NVN, B232/3 PHN, B254-6 RAJ, C257-62 UAJ and C263-8 XEF).

Of these, No 251 is the only survivor, so how did the bus manage to get all its lucky breaks, resulting in it today being painted superbly back in United colours and being lovingly looked after by well-known Yorkshire preservationists Neil Halliday and Ian Hunter?

The bus was based at Middlesbrough depot for almost its entire career with United, ironically in view of it much later developments being painted yellow for an overall advertising livery for McEwan's 80/- ale before being put into post privatisation United red and white before adopting the later red and cream colours.



The United identity was lost in favour of Arriva-ism from 1997 and in 2000, after short-term use based at Ripon, No 251 headed for the North West. Here it served at Bangor before being transferred to Merseyside.

The Olympian was finally sold to North West Bus Sales and then sold on to Lancashire-based independent Northern Blue shortly before the operator passed to

Transdev Blazefield in August 2007.

Given Blazefield's reputation for the highest quality modern fleet, the Olympian's days seemed surely numbered, but it was transferred to Burnley depot for school duties, sporting a yellow livery.

Against all odds, the bus did make fairly regular appearances in normal service, by now being one of the oldest buses in the North West to do so. As present owner

Neil states: 'We gather it became rather a pet at Blazefield and a lot of money was spent on it'.

OLYMPIAN FAREWELL

Good Friday 2013 saw an official farewell day for Olympians at Burnley, but no-one told No 251 as it continued to soldier on before being transferred to Transdev Blazefield's Harrogate depot, a move





Above left: **The Gardner engine has been replaced as a result of the seizure of the original.**

Above: **The cab is well equipped for a 1984 bus.**

Left: **Interior is currently 'Arriva-ised' but replacement seats have been acquired.**

OPPOSITE PAGE, top and centre: **The standard ECW bodywork which was introduced with the Olympian looks good in any livery.**

Inset: **Restorers Neil Halliday (left) and Ian Hunter.**
All: NICK LARKIN

which surprised many people as the bus was now three decades old.

Recalls Neil: 'The bus definitely had fans at Harrogate as the black bumper and Leyland badges were reinstated. And the fleet numbers were put in the same place as they had been with United!'

Amazingly, the Olympian was, for a short time, returned to Burnley, but was withdrawn shortly afterwards and sent to Intack depot for disposal.

By this time a definite celebrity among local enthusiasts, the bus was the subject of numerous enquiries from preservationists, and not surprisingly everyone thought it was safe.

'We didn't take much interest as we thought the bus was going to preservationists in the North East. Then the deal fell through,' says Neil. 'We made enquires via Transdev Blazefield and found out that the Olympian had been sold to North West Bus Sales, from where Northern Blue had acquired it. We thought we'd better save it.'

RESCUED

Neil and Ian duly collected No 251 from Intack and soon afterwards it made an

appearance at Dewsbury Bus Museum's November 2015 gathering, still in yellow

The Leyland was then sent to Simon Daymond at Squarepeg Buses in Leeds for repaint. Arrangements were made through former United manager Keith Lee to have new fleetnames made by their original supplier.

In 2016 the bus made its first rally appearance at the Metrocentre Rally in May, followed by the Whitley Bay Bus rally July. On the way back the Olympian suffered a catastrophic engine failure on the A19. The bus was towed back home and the Gardner unit found to be substantially seized.

Luckily, Hull-based dealer/enthusiast Carl Ireland had a correct spec engine believed to have originated in a Reading Leyland Titan. The bus was back on the road again in time for November's Lincoln event, giving a most spirited performance during our photoshoot.

So what can we say, apart from wishing No 251 a happy and well-earned retirement. There can't be many 30-year-old buses to have still been in service with a multinational operator such as Transdev, travelling well over a million miles in its career.

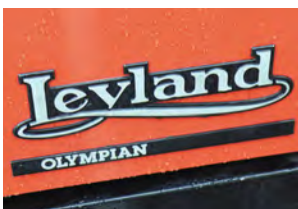
Engine incident aside, the bus has survived remarkably well. 'The MoT tester was amazed that it was almost like new underneath, says Neil.

The Olympian, shortly to be treated to a set of seats in original moquette is a highly welcome addition to an extraordinarily low number of United Automobile Services survivors in preservation. These include a mere two Bristol REs, and, from the 264 that had been operator, only one Bristol Lodekka. This bus, FLF6G L263 (THN 263F), having only recently been saved and brought back from Holland by the North East Bus Preservation Trust. Much restoration is needed.

No 251 owners Neil and Ian have done much to save other, older vehicles from the United fleet. Their flat screen Western Scottish Bristol VRT and Thames Valley LH were featured in *B&CP* recently.

'I must say that this Olympian seems to grab more attention than any of our other vehicles,' said Neil.

Last word must to Ian: 'I have a 1932 AEC but I still think this Olympian is an important part of United's history and I'm very happy at how things have turned out.'



UNITED

We Stand

United Automobile Services was one of our largest bus operators, covering a huge geographical area across North Yorkshire and North-East England, stretching from Berwick-upon-Tweed on the Scottish border to Filey in East Yorkshire. Taken into state ownership in 1948, Bristol ECW types predominated in the United fleet during the 1950s and 1960s. Here are some examples . . .



BH27 (PHN 809) was one of eight highbridge Bristol KSW6Bs new in 1952. The bus was caught on camera, date unknown, taking a turn on Ripon's town service 9.

Pictures: PRESBUS ARCHIVE



The year 1955 would see the arrival of the final batch of Bristol KSW6Bs comprising 11 highbridge examples of which **BH56 (WHN 56)** is seen here in Berwick-upon-Tweed en route to Prior Park Estate.

The same year would see the arrival of the first Bristol Lodekkas. Seen here is **L2 (WHN 702)** a Bristol LD6B which when delivered sported the early long grille. The bus is heading for Bishop Auckland having just passed a Lockys bus going the other way.





Following large numbers of Bristol LS saloons entering the fleet, the trend continued following the arrival of its replacement, the Bristol MW, in 1957. Seen here against the backdrop of Durham Castle is 1959-built Bristol MW5G BU537 (937 JHN), the only dual-purpose example from 15 to enter the United fleet that year.

In 1960, a staggering 65 MWs entered the fleet, many with coach seating including BUE532 (532 LHN), an MW6G variant.

With Alnwick on the blind, 1961 Bristol MW5G BUE586 (2586 HN) rests between duties.





The last MWs were taken into stock in 1967, three years after the arrival of the first Bristol REs. Seen here is R35 (CHN 335C), one of 11 Bristol RELL6Gs which arrived in 1965.

1966 saw an intake of 14 Bristol FLF6B. Seen here is No 510 (GHN 830D) when almost new, the provision of Cave-Browne-Cave heating precluding the display of the traditional Vaux adverts either side of the front blind box.

The takeover of the Wilkinsons of Sedgefield fleet resulted in the delivery of a pair of Plaxton Derwent-bodied Leyland Leopards in February 1967, which along with a Leopard coach had been ordered by Wilkinsons. One of the saloons, W17 (PHN 217F) is seen here in Stockton-on-Tees.



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No 1s & ODD ONES

JOHN G. LIDSTONE attended a unique event at the Epping Ongar Railway which successfully brought together a number of former London Transport No 1s including RT1, RMI, DMS1, XFI, SMI, TI, MI and VI alongside a selection of 'one-offs' such as V3, CRL4 etc that have graced the streets of London and its environs down the years. Many of the attending buses ran trips around the area, including a shuttle to the Secret Nuclear Bunker at Kelvedon Hatch. Here we bring you some of the highlights.



A unique line-up of LT 'Is' like never before, with LT1 (LTZ 1001), MI (THX 101S), TI (THX 401S), DMS1 (EGP 1J), SMI (AML 1H), RMI (SLT 56) and RT1 (EYK 396) neatly in line.



Star veteran of the day was AEC Regent 832J (JJ 4379), new as an STL-class bus in summer 1933. It was rebodied as shown here in July 1950.

It was good to see two STL ancillary vehicles together and 971J (CXX 457) was new in late 1936 and retains its original forward-entrance Weymann body (with no doors) after being cut down for use as a tree-lopper.





An interloper, you may think, but not so, with a very good reason to be here. Both lowbridge ECW-bodied Westcliff-on-Sea Bristol K5G AJN 825 and the Chiswick body of pioneer LT RT1 (EYK 396) were both new within a month of each other in spring 1939 — and what a fascinating comparison they make. This was their first meeting.

The AEC Regal IV RFs present on the day may look standard, but this cluster is worth including for its sheer charm, with modernised RF281 (MLL 818) and RF180 (MLL 567), because RF636 (NLE 636) and RF539 (NLE 539) are two of just three RFs which had experimental wide cabs for OMO.

It's always special when prototype 1954 AEC Routemaster RMI (SLT 56) appears. It ran a few journeys on a mystery tour, which turned out to be part of Epping Ongar Railway's route 339. It's now the only prototype not rebuilt to original-style appearance. It was originally registered OLD 862, which would have been so inappropriate for a revolutionary new type of bus!





Above left: **It was my first chance to sample unique ECW-bodied 1957 AEC Routemaster coach RMC4 (SLT 59) since its return to original appearance as CRL4. I was hugely impressed by its ride quality and total lack of any rattles or creaks, even though it is 59 years old.**

Above: **Seeing this, it's hard to imagine that this was the one central area Routemaster that never saw ordinary service, owing to resistance to its forward-entrance layout that just Northern General bought and loved. It worked on the shuttles to and from Heathrow Airport alongside 4RF4 'half decker' AEC Regal IVs, but paved the way for the RMA class, which proved highly successful. It is presented in original appearance.**

Centre: **1965 Park Royal-bodied Daimler Fleetline CRG6LX XFI (CUV 51C) looks very provincial outside, but inside, has an intriguing mix of LT and provincial features. It is not yet back in traffic and was brought along to the event specially.**

Left: **Another popular attendee was pioneer 1970 Marshall-bodied AEC Swift SMI (AML 1H), which contrasted with MB64I (AML 64IH) of 1969.**



Clockwise, from top left: **It was good to see central London's pioneer 1971 Park Royal-bodied Daimler Fleetline CRG6LXB DMSI (EGP 1J) also present, especially in company with Country Area trial XFI and as it's not a regular rally attender. Another 2645 followed, but the class has never been viewed as a success in London exactly!**

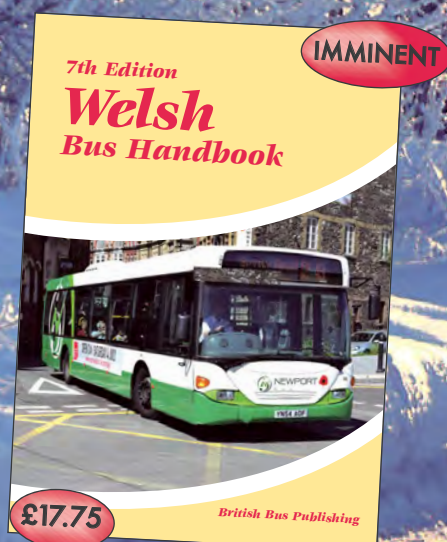
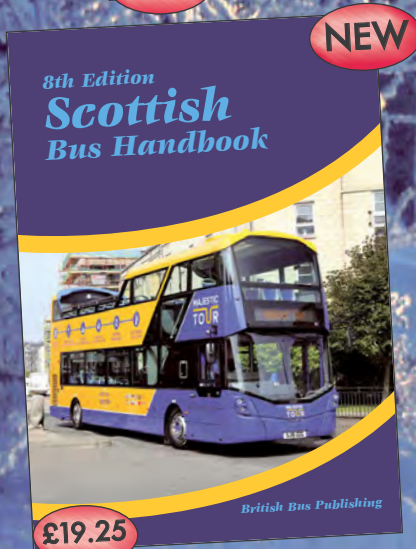
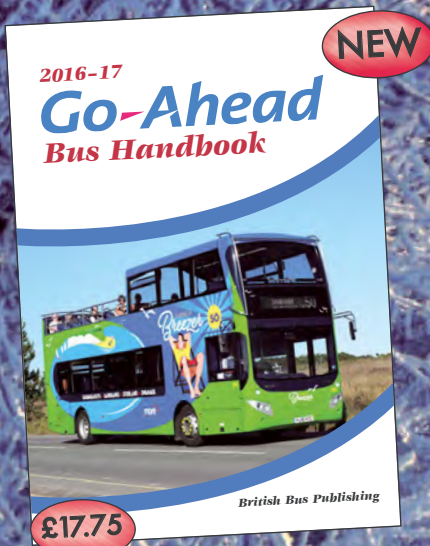
London's first MCW Metrobus was one of a small trial batch, with 1978 DRI01/3 MI (THX 101S) restored as new and alongside unique Volvo Ailsa V3 (A103 SUU).

Making a nice contrast with the first Metrobus was the first Leyland Titan TNLXB, Park Royal-bodied T1 (THX 401S), restored as new in 1978 with appropriate posters.

A unique build was London's twin-staircase, front- and rear-doored Alexander-bodied Volvo Ailsa B55-10 MkIII V3 (A103 SUU), which also proved popular with a full load here.



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Help me Rhondda!

PHILIP LAMB takes a look at a Rhondda Buses Mercedes-Benz returned to original livery, evoking memories of South Wales buses in the 1990s.

The Rhondda Tramways Company was established in 1906 as a subsidiary of the National Electric Construction Company, which was acquired in 1928 by the British Electric Traction Company, a major operator of tramways in the UK, which later became one of the biggest operators of motor buses here. Rhondda Tramways was given the franchise under act of parliament to run trams within the boundaries of the Rhondda Urban

With former Stagecoach Porth Manager Stephen Wren at the wheel, Plaxton Beaver-bodied Mercedes-Benz T1ID Rhondda 164 (P164 TNY) pauses outside the birthplace in 1841 of Joseph Parry, Wales best known composer. The cottage, in Merthyr Tydfil, was built in the 1820s for workers at the Cyfarthfa Ironworks. PHILIP LAMB

District Council, the council itself being prohibited from running its own bus services. In the early 1930s the trams were replaced by diesel buses.

RHONDDA BUSES

By 1956 Rhondda Transport, as it had been renamed, was running over 200 buses, becoming part of the National Bus Company in 1969. NBC rationalisation saw the company taken over by Western Welsh which in turn was merged with Red & White to form National Welsh.

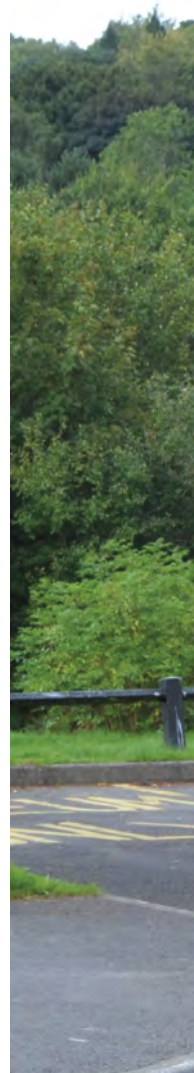
Privatisation of the NBC saw National Welsh sold to its management. The newly privatised company began a vigorous expansionist drive, taking over smaller local and municipal bus companies across

the South Wales valleys before collapsing in 1991 — a major casualty of the new order.

As a result, a new company Rhondda Buses, owned by a consortium of British Bus, Potteries Motor Traction, Stevensons of Uttoxeter and Julian Peddle, was formed to purchase the Caerphilly and Porth depots from the administrators. To minimise competition from neighbouring Red & White, its parent company Western Travel was sold a 10% share.

Services operating out of Porth ran with Rhondda fleetnames, whilst Caerphilly depot used Caerphilly Busways as a fleetname. Rhondda expanded by purchasing Parfitts Motor





Services of Rhymney Bridge, which operated in the Merthyr Tydfil and upper Rhymney Valley area.

STAGECOACH TAKES OVER

In November 1993 Western Travel was sold to Stagecoach, Red & White becoming Stagecoach Red & White, and in December 1997 Stagecoach bought out the other members of the Rhondda Buses consortium, which by then had become Arriva, FirstBus and Julian Peddle.

Initially services out of Porth were operated under Stagecoach Rhondda fleetnames, whilst Caerphilly and Rhymney Valley services passed to Stagecoach Red & White. In February 2000 all operations were rebranded as Stagecoach in South Wales.

In addition to one-time Rhymney Valley fleet members, the new Rhondda Buses fleet in the years 1991 to 1997 comprised the expected former NBC types supplemented by new types including Leyland Lynxes, Dennis Darts and

Mercedes minibuses, an attractive deep red and cream livery was adopted with either Rhondda fleetnames in script or Caerphilly Busways in plainer style.

RHONDDA 164

In 1996 Rhondda Buses took delivery of 11 Plaxton Beaver-bodied Mercedes-Benz minibuses comprising 709Ds Nos 161/2 (P161/2 TDW) which carried Caerphilly Busways fleetnames and 711Ds Nos 163-71 (P163-71 TNY). These followed nine 711Ds and one 811D all with UVG bodies





and a single Plaxton Beaver-bodied 711D delivered the previous year. All these buses passed to Stagecoach the following year. The Mercs gave good service, the subject of our feature Stagecoach 41164

Opposite, top: **These three publicity views of sister vehicle No 165 (P165 TNY) date from when the Mercedes-Benz 711Ds were new in 1996, and illustrate well the territory in which they operated.** COURTESY STEPHEN WREN

Opposite, bottom: **No 164 was prepared at Barry prior to being painted by Stagecoach in South Wales.** STEPHEN WREN

Above: **History will probably conclude that the Plaxton Beaver-bodied Mercedes-Benz minibus was one of the finest buses from the deregulation years, being rugged and reliable as well as having a certain charm especially in an attractive livery, as witnessed by Rhondda 164.** PHILIP LAMB

Right: **Rear advertising panel celebrates Rhondda Buses successors Stagecoach, without whom the project would not have been possible.** PHILIP LAMB

(P164 TNY), one of the Plaxton Beaver-bodied 711Ds not being withdrawn until 2009.

Donated to the Cardiff Transport Preservation Group by Stagecoach, 41164

arrived at The Bus Depot Barry in January 2010. In 2016, now No 164 again, was kindly repainted by Stagecoach in original Rhondda livery in time for the CTPG's minibus running day this summer.



MERTHYR TYDFIL BUS STA



M
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Bus & Coach PRESERVATION

Sunday afternoon is a quiet time in Merthyr Tydfil bus station. Here No 164 (PI64 TNY) calls in for pictures. Days are now numbered for Merthyr Tydfil's current bus station which has formed the backdrop to thousands of bus pictures over many years. A modern replacement is planned on the site of the former police station. PHILIP LAMB



Two generations



South Wales BET operator Rhondda disappeared in 1972, briefly re-emerging as a 'new' operator in the deregulation era. Here we bring you some views representing both.

We start with a look back to the days of the original Rhondda buses. In Cardiff's famous bus station we find Rhondda 468 (468 MTX) a 1962 MCCW-bodied AEC Regent V. No 468 recently featured in 'After They Were Famous', when in later service with Walkers of Hexthorpe, Doncaster as 'The River Jump Bus'.

Pictures: PRESBUS ARCHIVE



Rhondda Buses rose from the remains of National Welsh, which, following a rocky roller coaster ride became a major casualty of the privatisation era. Many former National Welsh buses formed the initial Rhondda Buses fleet including Leyland National 478 (YDW 400T) which had been new in 1979 as National Welsh NS2079.

Also starting life with National Welsh, in this instance as its HR8210, 1982 ECW-bodied Leyland Olympian 854 (MUH 284X), seen here in April 1995 in Pontypridd, went on to enjoy a long and distinguished life seeing service with Aylesbury & the Vale (Arriva the Shires) and Cedrics of Wivenhoe, which it joined in 2000 when 18-years old.



MCW Metrobus 862 (JHE 152W) started out with South Yorkshire PTE as its No 1852. Following its years with Rhondda it too became a well travelled-bus joining MTL Merseyside, Capital Citybus and finally, in 2000, First in Southampton.

When Rhondda acquired Leyland Lynx 2 No 42 (J42 GGB), seen here in October 1997, the bus had already had three owners. New to Whitelaw of Stonehouse in 1991, it was at work running shuttle services to and from London City Airport with D&J Travel two years later before moving on to Redby of Sunderland in 1994. Following the sale of Rhondda, No 42 continued to run in the valleys with its new owner before transferring to Stagecoach Ribble, passing in 2007 to Blazefield Holdings as a result of its acquisition of Stagecoach in Burnley. Although allocated to the newly created Burnley & Pendle operation, it never gained its new owner's colours.

New to Rhondda Buses in 1992 upon its formation, No 98 (K98 XNY), a Wright Handybus-bodied Dennis Dart is seen when nearly new in March 1993. Following the Stagecoach takeover this bus left the valleys for a new life with Stagecoach West.



Leicestershire LEYLAND

In the three years since our last visit, another bus has joined the Country Hopper collection. SIMON GILL reports on recent developments.



When we last visited Colin Simmonds at Leicestershire-based Country Hopper (*B&CP*, August 2013), Nick Larkin reported that the bus operation was being wound down to concentrate on the restoration of its own vehicles and work for other preservationists. All Leyland Olympians were sold including one, former Ribble 2112 (JFR 12W), going for preservation in the Oxford area.

With work for others taking priority there has been no progress on 1947 SMT-bodied Bedford OB, HTC 661 or Leicester City Transport 98 (PBC 98G), a 1968 Leyland Atlantean with ECW body. Work has, however, continued on its Leyland Tiger, not to mention the latest acquisition . . .

GAY 171

This Leyland Tiger PS1/1 was one of two with Willowbrook bodies new to Allen's of Mountsorrel, Leicestershire in May 1950 and numbered 42/3 (GAY 170/1). Allen's, along with Boyer, Kemp & Shaw, Midland Red and Trent operated between Leicester and Loughborough. The founder, C. H. Allen died in February 1955 and the business was continued by his wife until agreement was reached to sell out to Midland Red. Both Tigers passed to S. G. Preston of Mountsorrel in October 1958 before passing to Stevensons of Spath (as fleet numbers 21/8) in May 1963, where they gave nine years' service before being withdrawn in June 1972. GAY 171 became

a towing vehicle with the rear lower panel cut away to accommodate the tow bar before finally being laid up during 1974.

Initially purchased for preservation in February 1977 by a Mr Setchfield of Quorn, GAY 171 passed to Leicestershire Museums in May 1983, and placed in storage at Abbey Pumping Station. With other projects taking precedence, the museum finally agreed to an approach by Colin to restore the PS1 and so it moved to Ibstock in 2006.

This view of Preston Leyland PD3/6 rebuild No2 (ECK 509) shows the unusual short bay immediately behind the first window on the top deck unlike a London Transport RML. SIMON GILL

Right: **Willowbrook-bodied Leyland Tiger PS1/I GAY 171 seen on 29 October 2016 showing progress with repainting including beading with the new window pans standing alongside.**
SIMON GILL

Centre, left to right: **The first two near side bays of GAY 171 in primer nearing completion.**
COLIN SIMMONDS

Nearside rear frames of GAY 171 exposed prior to restoration.
COLIN SIMMONDS

New cab and emergency exit doors fitted. SIMON GILL

Bottom left: **Work progressing on the roof of GAY 171.**
SIMON GILL

Bottom left: **New window pans await refitting.** SIMON GILL



A substantial amount of work has been completed on the body with new framework built from American ash which is recommended for the way in which it is

dried. New cab and emergency exit doors have been constructed and beading is in the process of being completed. Colin took up an offer to have new window

pans constructed and these await fitting. Meanwhile, work on the interior roof and the installation of new electrics continues.





Preston Leyland Titan PD2/10 No 2 (ECK 509) with original Leyland lowbridge body.

Standing in Birley Street, Preston in the early 1960s not long after being rebuilt as a PD3 is No 2, re-registered PRN 761 in maroon livery.

PRN 761 smartly repainted in the new blue and ivory livery in Birley Street on the joint service P5 with Ribble to Ribbleson Gamull Lane in 1969.

ALL: MIKE RHODES COLLECTION

PRESTON LEYLAND TITAN

Around ten years ago Colin looked into the possibility of operating a heritage bus service in Leicestershire using a Leyland Titan. He had already acquired Leicester City Transport 90 (90 HBC), a PD3A/1 with East Lancs body new in 1964 and did extensive work on it including renewal of ash frames, inserts and some re-panelling. The interior of both decks was refurbished with all work completed to a very high standard. For various reasons the bus service did not proceed and the writer bought the bus from him in 2008 and had the remaining restoration finished during 2012/13.

Colin regrets selling 90 HBC and has been on the lookout for another half-cab double-decker, preferably with an exposed radiator. He was delighted when a Preston bus came on the market which ticked both boxes and was also a PD3 with forward entrance. However, this wasn't always the case as the bus started off as a rear entrance PD2/10 with a Leyland lowbridge body as Preston No 2 (ECK 509) delivered on 20 March 1952.

The maximum permitted length for two-axle double-deckers was increased from 26ft to 27ft in 1950, and although the earlier 26ft-long, 7ft 6in-wide PD2/1 had been the most popular model, the replacement PD2/10 was far less numerous as the majority of operators chose the PD2/12 model as the increased width of 8ft offered more room for passengers and conductors. Vacuum brakes and a synchromesh gearbox were fitted to both models.

Preston was one of the minority of operators to buy the PD2/10 with two batches of ten with Leyland bodies delivered in 1952/54. In each delivery, eight were highbridge and two were lowbridge. No 2 (ECK 509) was one of the two lowbridge buses delivered in 1952.



PD2 TO PD3

Preston's requirement for lowbridge buses ceased after the summer of 1957 when the road under the offending railway bridge on Fylde Road was lowered. As the four lowbridge PD2/10s were relatively new buses the Transport Committee made the somewhat ambitious decision to convert them in their own Deepdale workshops to PD3s which involved not only extending their length to 30ft but also increasing their height from 13ft 6ins to 14ft 2ins. The lower and upper decks were rebuilt separately with the top deck then being lowered on to the bottom deck which was also converted to front entrance with a pneumatically-operated sliding door. Each rebuild took about eight months to complete and included new PD3 chassis frames, cross members, a longer drive shaft, reconditioned Leyland O.600 engine and stronger road springs, the total cost being approximately £2,250. This compared very favourably with the cost of £6,000 for a new PD3 at the time.

The first PD2 to be converted was one of the 1954 batch, No 9 (FRN 731) which re-entered service on 2 November 1959 following conversion. No 2 was the third PD2 to be converted, being withdrawn in August 1960, re-emerging in July 1961 and re-registered PRN 761. Its original chassis number was 520379 but it was given a



new chassis number PC61/3 following the rebuild. The initial four conversions were so successful that the Transport Committee decided to rebuild four of the 1954 batch of normal height PD2/10s to PD3/6 spec, these eight buses have the distinction of being the only PD3s to carry Leyland bodies.

No 2 carried several liveries during its service life with Preston. When new it was maroon with a between-deck cream band and lower-deck window surrounds which was changed to all over maroon with a cream band between decks — a livery it

No 2 seen in Cairnsmoor Avenue on service FP to Farrington Park in August 1978. MIKE RHODES

PRN 761 newly repainted in maroon and cream livery outside Deepdale depot in May 1997 alongside similar No 5 (NCK 757) which provided parts towards its restoration. MIKE RHODES

retained following conversion. A new blue and ivory livery was applied in February 1968 followed by a revised layout of ivory with blue roof, skirt and between-decks band in April 1974. It was the last of the eight to be withdrawn in March 1979.





AFTER PRESTON

PRN 761 was sold to dealer E. H. Brakell, Cheam in November 1979, before passing to Rally Racing, Wellington in January 1981 and then to Silverstone in July 1982 where it was converted into a hospitality vehicle. Sold again via London Bus Export Co. (dealer), Chepstow to Training Services, Carlisle in October 1987, the bus was then sold to Monkhouse, Longtown in March 1992.

Fortunes changed around February 1996 when No 2 was acquired by Ferguson, Carlisle, arriving back at Preston Transport's Deepdale workshop on 11 March 1996 for restoration using parts from sister vehicle No 5 (NCK 757) which had been the second PD2 conversion. Following completion, PRN 761 departed for Carlisle on 2 May 1997, although returned to Preston again for a depot open day on 27 September 1998.

The PD3 was then owned by several operators, moving to Reays Coaches, Wigton in December 2004 followed by Hilton's Travel, Newton-le-Willows in June 2005 and then Dreadnought Coaches, Alnwick in December 2005 where it retained fleet number 2 and was used for private hire, weddings etc. When Dreadnought Coaches ceased trading on 3 November 2013, No 2 was sold to Ensign, Purfleet (dealer) together with six other vehicles.

LATEST MOVE

Colin acquired PRN 761 from Ensign in 2014. It was towed to his workshop in Ibstock without an engine which arrived separately in various bits. With the bodywork and interior basically sound it was the engine that provided the challenge. Colin already had a spare

Above: **PRN 761** with paintwork being rubbed down in the Ibstock workshop when acquired in July 2014.

Left: **Engines** starting rebuilt in July 2014.

Opposite, clockwise from top left: **Leyland O.680 engine** fitted in PD3 PRN 761. The air silencer still needs to be fitted.

The Leyland origins of the bodywork can still be seen in this rear nearside view of PRN 761 now repainted and awaiting the fitting of registration plates and decals.

Lower deck interior is neat and tidy. Cleaning is in progress.

Upper deck interior looking towards the front. All: SMON GILL





PRESTON PD3 REBUILDS

Fleet Number	Original Registration	New Registration	Chassis Number	Date in Service	Date Withdrawn
9	FRN 731	NCK 741	PC59/1	November 1959	June 1977
5	ECK 510	NCK 757	PC60/2	July 1960	December 1978
2	ECK 509	PRN 761	PC61/3	July 1961	March 1979
10	FRN 732	PRN 762	PC62/4	February 1962	July 1977
50	FRN 734	SRN 375	PC63/5	December 1962	January 1978
51	FRN 735	SRN 376	PC63/6	August 1963	September 1977
61	FRN 740	BCK 367C	PC65/7	April 1965	March 1978
59	FRN 739	FCK 453F	PC67/8	September 1967	October 1978

Leyland O.680 engine, which had been removed from former Leicester City Transport Leyland Atlantean PBC 104G which had been acquired for spares for PBC 98G and broken up. Various people told him it was impossible to fit the O.680 into the PD3 but after careful reassembly he has proved them wrong. It's a tight fit

but it works and as you can imagine he says the PD3 now runs extremely well!

A repaint to represent the final Preston livery of ivory and blue has taken place, as Colin considers this suits the PD3 well as it is brighter than the earlier liveries. Fleetname decals have still to be applied and the destination winding

gear requires attention as it is currently seized. The interior is generally tidy and just requires a clean so, hopefully, the PD3 will be out and about in 2017.

Our thanks to Colin Simmonds for his help and to Mike Rhodes for information about the history of PRN 761 and pictures from his archive.





Hebble

Top: The best remembered Hebble coaches must surely be the quartet of Bellhouse Hartwell-bodied Leyland Royal Tiger PSU1/16s delivered in 1954. They lasted in service around 12 years, one, No 74 (ECP 500), renumbered 36 in 1957, saw further use carrying students before finding its way into preservation, a status which it had probably achieved by the time of this view. It later fell on harder times, but despite attempts to save it ten years or so ago, it was sadly scrapped — a huge loss to the preservation scene. Pictures: PRESBUS ARCHIVE

Above: Seen in Wakefield bus station is No 51 (PCP 735), later 551, one of a pair of Duple Yeoman-bodied Thames 570Es new in 1962 and withdrawn in 1970.



Hebble was a relatively small BET Group bus and coach operator based in Halifax. Like many company operators in the postwar years, a significant proportion of its vehicles were coaches, participation in the Yorkshire Coaching Pools plus excursions and private hire work kept the small but well presented fleet busy.

Following its inclusion in the National Bus Company, some of Hebble's bus services passed to West Yorkshire with those in the Halifax area becoming integrated within the Halifax Joint Omnibus Committee network. On the plus side, in 1970 control of Yorkshire Woollen's coaches passed to Hebble swelling the number of coaches operated to 70. However, further rationalisation followed, Hebble becoming a coach-only operator the following year, the fleet being based at the Frost Hill depot in Liversedge. The end finally came in 1974, when Hebble was merged with Sheffield United Tours to become National Travel (North East). Here we remember Hebble in its coaching heyday in the 1960s.



A single purchase in 1964 was No 53/553 (TCP 898), a Thames 570E, this time with Plaxton Embassy III coachwork. It is seen here in Halifax presumably on a service to/from Llandudno with an 'On Hire to Creams' sticker in the windscreen.



Originally 19 (DJX 19D), becoming 519 in 1970, this AEC Reliance/Duple Commander was new in 1966, one of a pair of such vehicles intended for private hire and excursion duties. No 19 passed to National Travel (North East) in 1974.



Seen in Scarborough is No 20/520 (FJX 17IE), one of four AEC Reliances with Plaxton Panorama coachwork. These were the last coaches bought new. It too passed to National Travel (North East) in 1974.

The Duple Dragonfly was another rare beast to see service with Hebble. Just six were built, a demonstrator, one for Fishwicks and four for upmarket Central London coach operator Samuelsons New Transport, whose garage was opposite Victoria Coach Station, still standing today and serving as an arrivals hall for VCS. All four Dragonflies were sold to Hebble in 1968, one of which, 82 (449 FXX), is seen here in Blackpool's Colesium Coach Station. It was withdrawn the following year and sold along with 450 FXX to Worrall of New Addington.



CELEBRATE THE NEW YEAR with FOR TWO DAYS OF POST-CHRISTMAS JOY!



NEW YEAR'S DAY SUNDAY 1 JANUARY 2017 OXFORD BUS MUSEUM



Open from 10.30–16.30 (last admission 15.30)

Various vintage bus routes offering free rides to local destinations such as the new Oxford Parkway station, Woodstock and Witney, using a variety of preserved buses from the Museum's collection and also some visiting buses and coaches.

B&CP Sales Stand in attendance | Excellent refreshments

Vehicle entry forms: www.oxfordbusmuseum.org.uk | Contact the museum for stall bookings
ADMISSION Adults £5 | Concessions £4 | Children (under 5) £3 | Family Ticket £13

BANK HOLIDAY MONDAY 2 JANUARY Coventry Running Day & Transport Fair

Coventry Rugby Club, Butts Rd, Coventry CV1 3GE

Open from 10.00–16.00 | Free parking | Light refreshments

Programmes £4 (£3 in advance from 1 December)

Large Transport Fair (Stall call bookings Sandra 02476 616930)

Buses in service:

DAIMLERS: 1940 Coventry COG5 EVC 244, 1945 CWA6 Coventry EKV 966
Coventry 1963 CVG6 334 CRW and 1945 CWA6 Huddersfield CCX 777

LEYLAND: 1949 Royal Blue, Pytchley PS2 FNV 557

SEDDON: 1971 Pennine IV Essex Motorways FLY 755J

Routes:

Transport Museum – Railway Station – Rugby Club – Earlsdon – Transport Museum
Rugby Club – Electric Train Museum/Midland Aeroplane Museum



Visiting buses welcome but must book.

For vehicle entry forms please e-mail: Rogerbctc@aol.com or telephone 07889 214236.



RUNNING DAY & TRANSPORT FAIR

MONDAY 2 JANUARY 2017

With 14 transport-related stalls booked and around 15 vehicles running out on two routes this new event looks set to start the New Year in fine style.

There is still room for more stalls (Tel Sandra 02476 616930) at this new venue for Transport Events.

As an added incentive for vehicle owners Clue HQ, the UK's leading provider of Escape Room Games, have agreed to sponsor the vehicle side and are providing a

fuel donation of £25 per vehicle for booked attendees on the day; plus £1 per mile for the scheduled free service operation towards vehicle owners ongoing upkeep of vehicles. This is the first transport event Clue HQ has ever supported.

Principal route will be a 20min frequency circular connecting Coventry Rugby Club; Railway Station, and Transport Museum first bus departs 10.00 last 16.00 with a second 30min frequency

vintage coach operated route connecting the Rugby Club with the Electric Train Museum and Midland Aeroplane Museum, which are adjacent to each other on the South side of the City running from 10.30 last departure 15.30.

There is still room for visiting vehicles and entry forms can be obtained from Roger Burdett at Rogerbctc@aol.com or by phoning 07889 214236.



Northampton 146

The final frontier reached

GEOFF R MILLS takes a look at the final stages of the restoration of Roe-bodied Crossley DD42/3 Northampton 146 (VV9146) a monumental task undertaken by restorers extraordinaire, Tony Melia and John Jackson.



Left: **Now complete** following a nine-year restoration, Roe-bodied Crossley DD42/3 Northampton 146 (VV 9146) is seen at Northampton's Queen Eleanor Memorial. Pictures: GEOFF MILLS

Below: **Three Crossleys together**, a rare sight indeed. Northampton 146 keeps company with Sunderland 13 (GR 9007) and the remains of Northampton 141 (VV 9141).

James Haining and transferred to a farm near Dalkeith in Scotland where Nos 142 and 146 suffered another decade in the open exposed to rather more severe weather than South of the border!

John and Tony selected No 146 on their visit to the pair of forlorn Crossleys as the most complete and having been advised by the Northampton fraternity that it was always the favourite of the batch of ten. The bus then duly suffered the indignity of a fast tow behind a powerful Scania 530 which arrived at the farm at Wormingford in the early hours of 1 November 2007. This was the prelude to a

BACKGROUND

In late 1946 Northampton Corporation took delivery of 10 Crossley DD42/3 with Roe 53-seat bodies as its No 140-9 (VV9140-9). All were withdrawn between February 1962 and February 1964 and

sold for scrap. Eight were sold to Joe Hunt, Molesworth with half languishing there for a decade, the other four being 'rescued' by the late Norman Myers. Following Norman's untimely death, two went for scrap (again), but two were 'rescued' by



charmed life undercover whilst receiving extensive restoration of all the mechanical components and entire bodywork inside and out to complete perfection. The work has been detailed to date in *B&CP* (February 2009, April 2010, February 2011, March 2012, April 2013, May 2014, February 2015, and April 2016), giving a year-by-year progress report. There follows an account of the final stages of this long restoration.

FINAL MECHANICALS

Following more than nine years toil during which time every mechanical unit on Northampton 146 was checked, rebuilt or at a minimum cleaned and refurbished wherever necessary. However, Tony was aware that there are weak components in any elderly vehicle and it can be expensive and difficult to find as replacement for a 70-year-old bus. A visual inspection of the identical clutch and gearbox in donor vehicle Northampton 141 suggested that a good unit could be idle in the derelict chassis, which has yielded many useable components in the past. Furthermore the plan is to remove every conceivable part off the wreck such that the bare chassis can be finally scrapped.

So the intrepid pair, John and Tony, undaunted took on the unenviable task of taking the clutch and gearbox from the nearly bare 141 to provide a spare for twin 146, (or even ex-Sunderland 13) suitably cleaned and checked. Removal was achieved with the aid of an 'A' frame with a stud to align with the lifting bar provided in the ceiling, but not deemed to be safe to use, after the vehicle had so many years in various open yards. The difficult task was achieved with the aid of a block and tackle attached to the 'A' frame. So once again the seemingly useless wreck has been

Top: **Sunderland 13 and Northampton 146 — two Crossleys restored by Tony Melia and John Jackson.**

Right: **No chance now for No 141, its contribution has been as a donor vehicle for both Sunderland 13 and Northampton 146.**

Inset: **Fifty-three years since withdrawal, No 141 still clearly displays its gold-leaf fleetnumber.**

Bottom, left to right: **Tony Melia (left) and John Jackson remove No 141's gearbox.**

The gearbox moved to the bench.

A spare clutch to suit either Crossley!



worth retaining for years of dry storage among preserved military vehicles.

PAINTING

Despite suffering severe medical problems affecting his grip John successfully applied the undercoats, topcoat and varnish to the exterior. The well-matched orangey-red coachpaint as used by Northampton Corporation produced a superb finish that no critic could fault. Furthermore

the accurate authentic side adverts were signwritten by a professional with 'Hamps Furniture of Northampton' on the offside and 'Everybody's', a contemporary magazine on the nearside the first signs which were applied to the bus when new 70 years ago. No 146 was only partially re-painted on the first rally attendance at Clacton-on-Sea in May 2015, but for the June 2016 event it was fully repainted and signwritten.





THE RALLY SCENE

Enthusiasts in the North had tried to interest the 'Wormingford coachworks team' to return their previous achievement Sunderland 13 (GR 9007) back to its homeland. This proposal has fallen on deaf ears due to the mileage and slowness of the bus deeming this a destination too far. However, when an attractive offer concerning Northampton 146 came from enthusiasts in former United Counties territory, John and Tony gave the proposition some serious consideration. Accordingly No 146 set off on Friday 9 September to join Northampton town's Heritage Celebrations.

The bus and crew were warmly welcomed, and the Crossley was duly posed with John Child's superbly restored utility Daimler CWD6 with Duple body, Northampton 129 (VV 8934) replicating a scene from the late-1940s and early-1950s, when both buses were in their prime. Apart from the obvious connection between the two buses, they had both spent time in the famed Joe Hunt yard after withdrawal. No 129 was initially rescued by Robin Jenkinson, well known as the owner of unique Leyland Royal Tiger/Mann Egerton ½-decker coach.

No 146 covered 322 miles on the round trip, returning 12.8mpg and carrying 188 passengers during its weekend in Northampton on routes it would have plied over 60 years ago. Presumably travellers in those far off days were less than impressed by the very basic standard of comfort provided. Predictably No 146 made the journey there and back to Essex without any problems and was treated to a thorough wash on return to dry storage. Saturday in Northampton was subjected to torrential rain, not the sort of weather No 146 has been exposed to since taking up permanent residence at Wormingford!

As has been the case with Sunderland 13, passengers have been impressed with the interior which could easily be mistaken for brand new — provided of

No 46 poses alongside John Child's Duple-bodied Daimler CWD6 Northampton 129 (VV 8934).

Tony Melia guides No 146 into position at an event at Clacton shopping Village.

Will it be next? Similar NRA 708/12 are both in store and could be the team's next project.

course passengers do not glance out of the spotlessly clean windows and note impatient motorists speeding past in a harassed state, having been delayed by following a slow-moving vintage bus with an orange flashing light. It is particularly annoying when some local villagers see the 1946 Crossley and makes the inane cry of seeming knowledge: 'Ah, a Routemaster'. Prior to this repeated inaccuracy Tony had thought only Americans assumed every red double-deck bus was ex-London!

On a visit to Ipswich Transport Museum a few years ago Tony discovered a family with two young children had set out on Sunderland 13's upper deck, a picnic complete with sticky buns, sandwiches and fizzy drinks on newly reupholstered seats and freshly varnished woodwork. Amazingly Tony kept his cool when he politely but firmly asked them to promptly leave. A further tribute to a man who seems to have endless patience and calmness to deal with numerous problems encountered in bus restorations, which has occupied over 15 years of his life.

FINALE

During the long years of endless restoration work the supply of materials has been paramount. John and Tony have appreciated the impeccable service provided by Motor Parts Direct, South Essex and Fasteners, both of Colchester Industrial estates, and SBL Engineering of Langham on part of the former Boxted ex-WD airfield. Support has come from numerous enthusiasts which has boosted the restorers' morale with regular visits. These include John Child (custodian of Northampton 129 and Colchester 4, a Daimler CVD6/Roberts), Dave Evans (East Anglian HCVS), Steve Golyntia (Felix Taxis), Steve Lyne, Steve Milner (LVVS) and Patrick Rawlinson. Thanks are due to the owners of Wormingford Hall Farm. Without their very generous support none of the 15-years restoration would have been possible. Tony has proved to be a master craftsman and mechanic, whilst John has always been following behind each renewed or refurbished component with paintbrushes applying as many as three coats. Derek meanwhile has been responsible for varnishing all internal woodwork such as window surrounds and floor tread strips. Totals have been colossal: Tony has spent over 9,500 hours on the project and used

Norman Myers

Norman Myers, who died 20 years ago is one of the greatest unsung heroes of bus and coach preservation.

Literally dozens of today's well-known surviving earlier vehicles including, of course the subject of this article would not be with us today had it not been for Norman's single-handed and valiant efforts. Spending every penny he could on his collection of buses and their storage without his family being affected, Norman would often not even have enough money to buy a newspaper. While courting his future wife, Gail, it was not unknown for Norman to pick her up for dates in a double-decker.

His first ever bus purchase was arguably his most significant. Crossleys were always

his favourite vehicles. JND 791 is the sole surviving postwar Manchester Crossley double-decker, and now a prize exhibit at the Manchester Museum of Transport, Norman bought it from a sceptical Manchester Corporation in 1968.

The same operator's 1952 Leyland PD3, NNB 208, Sheffield Leyland 1940 Leyland TD5, WG 9180 and Sunderland Crossleys ABR 423 and GR 9007 were among Norman's many other success and lasting tributes to a great friend to many and one of the nicest, most helpful people you could ever meet. He is still much missed today.

NICK LARKIN

over 4,160 stainless steel screws – all with slots in line!

The future? It is unlikely that Tony can ever take on such a task again, but has made references that he would have

liked an ex-Chesterfield all Crossley single decker, and knows of two existing unrestored examples which he has viewed only! A green saloon would make a nice contrast with two red 'deckers, maybe?

Another of Norman's Northampton Crossleys, No 149 (VV 9149).





A SWIFT PRESERVATION

DAVID JUKES takes a brief look at London's Swifts and in particular the London Bus Museum's SMS369 (EGN 369J)

LONDON'S SWIFTS

London Transport published its Reshaping Plan in September 1966, the main aims of which were to introduce one-man-operation (as it was then described) throughout the fleet by developing new fare collection methods and the shortening of bus routes to minimise the effects of traffic congestion. Local routes feeding into trunk routes and the Underground system would be operated by large capacity single-deck vehicles, the 36ft AH691-engined AEC Swift (christened 'Merlin' by LT) was the initial vehicle of choice with 665 delivered for Central Area Red Arrow, Suburban flat-fare and conventional OMO routes plus Country Area OMO routes between 1966 and 1969.

Operating experience soon found the overall and rear-overhang lengths of the MB-class vehicles caused difficulties and LT announced in 1968 that subsequent single-deck orders would be placed for

the 33ft 5in AEC Swift. The shorter chassis necessitated use of the smaller AH505 engine. The resultant SM-class consisted 838 examples delivered between 1969 and 1972. Marshall-bodied SM1-50 were single-door Central Area buses fitted with conventional OMO equipment, Park Royal-bodied SMS51-100/224-448, Marshall-bodied SMS149-223 and MCW-bodied SMS539-838 were dual-doored split-entrance OMO buses (boarding passengers either paid the driver or fed their money into an automatic fare collection machine) while Park-Royal-bodied SM101-48 and MCW-bodied SM449-538 were delivered to the newly-formed London Country Bus Services Ltd, the National Bus Company-owned inheritor of London Transport's Country Area operations, as dual-doored conventional OMO buses.

Both operators experienced problems with their Swift fleets, not helped by a nationwide shortage of spare parts around 1973 coinciding with the type's general unreliability — the SM class also not fitting with LT's preferred Aldenham Works overhaul methods. The first sales took place in 1976 with both London Transport and London Country

replacing their examples with new Leyland Nationals; the last Swifts being withdrawn during 1981.

SMS369

London Bus Museum-owned SMS369 (EGN 369J) entered service from Merton garage on 30 January 1971, one of a number replacing RTs on route 200. The 13 November 1977 allocation of Fleetlines to this route saw SMS369 sent to Aldenham Works for overhaul the following month, from which it was allocated to Edgware garage. Here it became one of the last five Swifts to remain in conventional LT service when withdrawn in early-1981 (the Red Arrow allocation lasted a few months more).

The Swift was sold to the Hampstead-based Pardes House School for pupil transport, from which it was acquired for preservation in 1984. It was sold for continued preservation a decade later and arrived at what was then the Cobham Bus Museum in January 1997. It was donated to the Museum the following year since

Above: Seen outside the Brooklands Museum clubhouse in June of this year is Park Royal-bodied AEC Swift SMS369 (EGN 369J). Pictures: DAVID JUKES



when the Park Royal-bodied SMS369 has been restored into its original London Transport livery.

The London Bus Museum's 'Seventies Summer' event saw SMS369 occupy one of the prime spots outside the Brooklands Museum Clubhouse. We are most grateful to the Bus Museum's staff for enabling access to the Swift's neatly restored interior, complete with ticket machine, turnstile and centrally placed illuminated advertisement panel.

Above: **You would not find it difficult to identify this as the interior of a London bus. The seats, moquette, colours and the proliferation of adverts all point to this! A tidy and as-new look has been successfully achieved too.**

Right: **Boarding passengers either paid the driver or fed their money into an automatic fare collection machine gaining access to the saloon via a turnstile.**

Below: **The engine's in there! Note also the emergency exit which is rather small and should the occasion arise be somewhat hazardous to negotiate.**



NIGEL APPLEFORD

takes a look at EFE's 15600 Series Routemasters —
The deregulation models.

The iconic Routemaster first joined the EFE stable in March 1993 and this particular casting lasted until replaced with a revised model in October 2006. In *B&CP*, November we looked at the red London models, and now we'll look at the provincial models. A very brief history was also included in the November issue.

The Routemaster was an unlikely contender as a deregulation tool, but it actually proved very successful as such.

Following the legal challenges and subsequent abandonment of the Labour-controlled Greater London Council's 'Fare's Fair' policy in 1982, passengers journeys fell back again and subsequent service revisions rendered some 220 RMs surplus. Early withdrawals tended to be accident damaged buses that were scrapped while others were sold for preservation or non-PSV uses, but in 1985 a small independent operator in Perth, Scotland called Stagecoach acquired five Leyland-engined RMs for passenger service.

Later that year Clydeside Scottish Omnibuses borrowed RM652 for an open day and then trialled it around the Glasgow suburbs. It was successful and Clydeside subsequently purchased some 70 RMs. Other companies around Britain



The Greater Reading Omnibus Company, trading as Reading Mainline operated a total of 42 Routemasters in competition with Reading Buses. They came from a variety of sources including non-PSVs and preservation. No.15 (WVS 423) was originally RM999, and has since been reunited with its WLT 999 registration with Reading Heritage Travel. The bus is seen at Calcot on 28 October 1996. Reading Mainline was bought out by Reading Buses in 1998, the last RMs ran in 2000.

saw the Routemaster as a serious tool in the post-deregulation era and many more were then sold for further service in the UK. They were cheap to buy and had been very well maintained by London Transport, so running costs were low and they proved quite reliable despite their advancing years. They were also quicker to load and unload at stops. The only disadvantage for operators was the need for a conductor but to many of the public this was an actually an advantage. Some quite imaginative and 'retro' colour schemes appeared and for some years

Routemasters could be seen in many unusual places.

Eventually they were replaced by newer one-person-operated and later on low-floor buses, but certainly for the enthusiast it was good while it lasted. Many had third lives and later were saved for preservation. Some even returned to London for the heritage routes.

The EFE model was introduced in May 1993 and follows its standard double-deck construction method of two die-cast decks with a plastic band between, held together with metal poles driven into plastic plugs. They feature full interiors in plastic and have plastic wheels with rubber tyres, although some releases feature closed in rear hubs whereas they should all be open.

The model certainly captures the look of the Routemaster, but it does suffer with non-flush windows and a small cab front windscreen which do detract from what for its time was an excellent and very popular model. It features the 'ear' indicators which can be a bit fragile but no external mirrors. Models released after May 1995 feature registration plates. Some of the liveries are fairly complicated but the paint finish and tampo printing are up to EFE's usual standards for the time.

EFE decided that like the RT, the casting would benefit from updating, the first example of the new casting appearing in October 2006. This includes flush glazing and improvements around the rear platform area.

FLEETLIST

EXCLUSIVE FIRST EDITIONS 1:76 Scale

Ref.	Identity:	Released:	Run:	Notes:
15603	Black Prince RM441 (LDS 441A)*	May 1993	n/a	
15604	Southend Transport 104 (WLT 797)*	Jun 1993	n/a	Small fleetnames
15604DL	Southend Transport 104 (WLT 797)	Nov 1994	n/a	Large fleetnames
15606	East Yorkshire 808 (VLT 188)*	Aug 1993	n/a	
15606A	East Yorkshire 808 (VLT 188)	Jul 1995	n/a	Code 2, Beatties adverts
15607	Clydeside Scottish RM720 (WLT 720)*	n/a	n/a	<i>The Scotsman</i> adverts
15607A	Clydeside Scottish RM720 (WLT 720)*	Mar 1994	200	Code 3, Twickenham Garage Open Day
15607DL	Clydeside Scottish RM720 (WLT 720)	n/a	n/a	Code 2, Model & Collectors Mart magazine
15609	Mansfield & District 980 (WLT 980)*	Oct 1993	n/a	
15609DL	Mansfield & District 980 (WLT 980)	Nov 1994	2,200	Code 2, Tramway Museum adverts †
15611	Burnley & Pendle 180 (CUV 180C)*	Nov 1993	n/a	'Queen Vic'
15611DL	Burnley & Pendle 186 (CUV 156C)	Nov 1994	2,200	'Dirty Den' †
15613	Blackpool Transport 527 (WLT 879)*	Sep 1994	n/a	
15615	United Counties 704 (WLT 908)*	Apr 1995	n/a	
15624	Greater Manchester Buses RM2200 (CUV 200C)	Sep 1998	n/a	
15625	Halifax Joint Committee 214 CLT	Jan 1999	n/a	
15626	Ensignbus RM1549 (549 CLT)	Dec 1999	n/a	
15626A	Ensignbus RM1549 (549 CLT)	Jul 2000	255	Code 2, Aston Manor 2000
15627	The Delaine 13/RM2059 (ALM 59B)	Feb 2000	3,000	Code 2, Diecast Collector magazine
15627A	The Delaine 13/RM2059 (ALM 59B)	Jan 2001	n/a	The Delaine 110th Anniversary
15629	Southampton Citybus 402/RM1793 (793 DYE)	Mar 2000	n/a	
15629A	Southampton Citybus 402/RM1793 (793 DYE)	Jun 2001	325	Code 2, Southsea 2001
15630	Reading Mainline No.2 (WLT 993)	Dec 2001	n/a	
15634	Stagecoach Magicbus 607 DYE	Apr 2004	n/a	
15636	Stagecoach 614 (LDS 210A)	Dec 2004	n/a	

* Registration plates not carried; † Set for Model Collector magazine



Stagecoach, then a small Scottish independent, purchased its first RMs in 1985, acquiring many more for its Magicbus operations around Glasgow. The soon-to-be-well-known white livery with red/blue/orange stripes has been reproduced on two EFE models, 15634: Magicbus 607 DYE, released in April 2004 and 15636: Stagecoach 614 (LDS 210A), released in December 2004.



Another early customer was Clydeside Scottish with an attractive red and yellow livery. The model of RM720 was issued in three variations — this being the standard version without its WLT 720 registration from September 1993 — a Code 3 (Twickenham Garage Open Day) released in March 1994. It was also released as a Code 2 model for Model & Collectors Mart magazine in December 1994.



Southampton Citybus purchased 12 Leyland-engined RMs in summer 1987 for use against the newly established Solent Blue Line company. They ran until January 1989 when replaced by new Dennis Dominators. Two were reinstated for Christmas Shopper Hoppa services in December 1989 after which they, along with RM2011, were sold to Southend Transport. This model of 402 (793 DYE) was released in March 2000.



Reading Mainline had a 100% RM fleet which wore a red and cream livery with black lining and inside had sunshine yellow ceilings. No.2 (WLT 993) was formerly LT RM993 and came to Reading via Southend Transport. The model was released in December 2001.



Another very attractive 'retro' livery was applied to the RMs operated by Halifax Joint Committee and was based on the old Halifax municipal livery. This model of 214 CLT, the former RM1214, was released in January 1999.



RM2059 (ALM 59B) was never an official member of The Delaine fleet, but was accepted as an honorary fleet member and saw use at running days in the 1990s. It is currently owned by a Mr Hayward of Baschurch, who operates as Routemaster Buses of Nantwich. There were two model releases, a Code 2 for *Diecast Collector* magazine in February 2000 (illustrated), and another for the 110th anniversary of The Delaine, in January 2001.



Greater Manchester Buses acquired a small fleet of RMs and commenced operation on route 143, marketed as the Piccadilly Line, the buses carrying a London-style red livery with white band. Their operation was short, ending in June 1990. At least one, RM1776 (776 DYE) operated on route 192. EFE produced a model of RM2200 (CUV 200C) in Route 143 livery which was released in September 1998.



Blackpool Transport initially purchased six Leyland-engined RMs to run alongside its remaining PD3s, later buying six more to replace the PD3s. A further example came from Burton's Biscuits. The first batch were fully lined out in the old red/white livery rather than the then current green/cream livery. The second batch omitted the lining out. The EFE model of 527 (WLT 879 — reg not carried) was released in September 1994.



Stagecoach subsidiary United Counties initially acquired 16 RMs direct from London Buses, the first eight (701-8) for Bedford and a further eight (709-16) for services at Corby. Buses at Bedford had blue painted fleet number plates, Corby had yellow. A spare bus (RM504) was transferred from Magicbus and became 717. Many of the fleet had their registrations transferred to newer buses and were given A/B suffix marks. The EFE model of Bedford allocated 704 (WLT 908) was released in April 1995.



Burnley & Pendle Transport suffered competition from local independents, so acquired six RMs in 1988 direct from London Buses. They entered service on route 23 and later route 19, branded as *EastEnders* after the BBC Television series, and were given names connected to the programme. They ran from 14 March 1988 to 21 December 1990, although were stored in a state of instant readiness for a while afterwards. Two models were issued, the standard model of Burnley 180 (CUV 180C — registration not carried) and a Code 2 model of 186 (CUV 156C) for *Model Collector* magazine in a set with a Mansfield & District RM. The models date from November 1993 and November 1994 respectively.

Southend Transport also acquired a fleet of second/thirdhand RMs from various sources, the first 12 coming direct from London Buses and entering service on 3 September 1988. Later buses came from Southampton and Clyde-side Scottish amongst others, all receiving internal refurbishment at Southend. EFE has released two models of 104 (WLT 797), the standard model with small fleetname in June 1993 and a deluxe model with large fleetname and registration number in November 1994. EFE painted the reflective numberplates on the standard model but didn't add the digits!





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Reg Number - VLT 59

Fleet Number - RM59

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Fleet Number - DMS1063

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Destination - VICTORIA

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Interesting buses at Britain's biggest classic car show, why the Hilton Hotel appears to be using NBC vinyl bus seats to entice guests and an extraordinary *Private Eye* cover! NICK LARKIN reports.

THE EYE HAS IT!

Surely one of the most unusual bus-related events of 2016 has to be the appearance of an Alexander-Y-Type bodied vehicle, presumably a Leyland Leopard, on the cover of *Private Eye*.

Unless we have misinterpreted it, and this is in no way political, the theme of the cover is that the Brexit campaign rose from the equivalent of a relatively dull 2010 Neoplan Starliner to the deepest joy and success of Scotland's greatest ever bus body.

The Neoplan is, by the way, is a member of the Acklams Coaches of Beverley fleet and registered EI4 ACK, though it was new to Tyndale Group Travel of Haltwhistle, with the number TGT 65.

The Alexander-bodied vehicle seems to be on an island location. Many thanks to PETER SIMPSON for notifying us and to *Private Eye* for use of the cover.



HOTEL LUXURY

Surely a hotel chain should be bestowing the highest standards of luxury on its guests, yet this one seems to be only offering them seats clad in National Bus Company brown vinyl to sit on and bus rides rather than chauffeur driven transport. Thanks to CALUM SKELTON for the photo.



HAIR TODAY ...

This Mercedes-Benz 709D is a mobile barber's shop, sadly, as sender of this photo MICHAEL DRYHURST confirms, is not based in Seville but Longford, Ireland.

Obviously the bus is stationary when its new duties are performed. The 709D originated in Northern Ireland with the Education and Health Board.



6 METRO Friday, May 27, 2016

Moment I got trapped on Farage's battle bus

THIS week I was the first journalist to board the Ukip referendum battle bus, which was a typically modest and understated affair.

Nigel Farage's face was plastered across the purple double decker as the man himself brandished placards declaring: 'We want our country back.'

In a world where political soundbites can be so boring they send the journalist asking the questions to sleep, at least the Ukip leader gives us something to write about. This



time he stuck the boot into the official Vote Leave group campaigning on the same side as him: 'They're stuck-up people who rarely leave SW1 and know very little about politics.'

All was going smoothly until the bus pulled away as I was finishing the interview – with my producer and me still on it! As the Ukip staffers joked about kidnapping us, we dashed down to the driver who said the next stop was five miles away. The picture (inset) shows our faces when we thought we were stranded.



Riding high: Mr Farage on his bus

UKIP 'KIDNAP'

While the Brexit campaign secured a nice Neoplan for its 'battle bus,' UKIP, the UK Independence Party relied on a 1973 former Nottingham Daimler Fleetline/Willowbrook Daimler Fleetline ETO 161L, complete with huge photo of UKIP leader Nigel Farage on the side. Nottingham was among the ports of call for the campaign.

Certainly one of the most unusual uses for a classic bus in 2016, the Fleetline is

owned and operated by North Warwickshire exhibition vehicle hirer Commbus, which mysteriously has not mentioned UKIP among the many clients on its website.

A bizarre *Metro* newspaper story recalls a team interviewing Mr Farage on the bus when it suddenly moved off. 'As the UKIP staffers joked about kidnapping us we dashed down to the driver who said the next stop was five miles away.' Item courtesy of *Metro*.



SHOWTIME

Britain's biggest classic car show, held at the NEC, was brightened up by the presence of three interesting buses.

RT2775 is known by many as one of three buses, which took part in the legendary 12,000-mile goodwill mile tour of the USA and Canada in 1952. Sixty-four years later it was loaned by London Bus Museum to the Masonic Classic Vehicle Club as a centrepiece at its stand at the show.

Perth-based auction house Morris Leslie has acquired another superb but rather contrasting publicity unit in the shape of 1997 East Lancs-bodied Volvo Olympian R844 MFR, latterly with dealer Blythwood Motors, but new to Metrobus as its No 844 in 1997.

Finally, Speedking Tools was exhibiting its beautifully presented open-top Routemaster publicity unit, new as RM1262.



RHYL RECOLLECTION

Here's a wonderful period picture of a long ago summer which might make you feel better on those long winter evenings.

Crosville M71 was one of six Leyland TD5s with 52-seat bodywork delivered for promenade services in 1938. These routes must have been extremely lucrative for such an investment, but CFM 373 has only a reasonable load of passengers.

The problem is that the weather in this glorious scene doesn't look that wonderful,

judging by the clothing of the crowds, this though is well before the era of the T-shirt.

The buses were painted from Crosville green to this cream livery in 1950 and the appearance of a Ford 103E Popular driving out of shot dates this picture as 1953 or later. Note the gleaming new Vauxhall Cresta in the row of cars nearest to the Crosville booking office.

CFM 373's promenading ended in 1959 when the bus was sent to dealer A Butterworth of Bolton for scrap.



HORSE QUESTION

Mystery picture time. Where was this horse tram, and what was being celebrated? Though the print is obviously ancient no year is stated. Finally, for two points, can anyone name the horses?



CHRISTMAS STAMP

Unusual London omnibus depiction of the year, Paperchase has been offering this London bus stamp (not of the postage variety!) for £2.50. www.paperchase.co.uk



IPSWICH PIGS

Well, as sender of this extraordinary photo GEOFF MILLS suggests, maybe some older Ipswich buses were a 'pig' to drive.

The concrete porcine, one of several mysteriously placed around the town in various liveries, features a Leyland Atlantean/Roe, a Willowbrook-bodied AEC Swift and an AEC Regent III with Park Royal bodywork.

We won't question the reason why the pigs have been present, though this one appropriately appeared against the well-known Ipswich bus/trolleybus destination Electric House.

Snout to do with us anyway, and we won't be trotter-ing out any more puns. Cracking good picture though Geoff, thanks!



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1984 Leyland Tiger, Plaxton body converted to carry race car, good strong TLII engine and gearbox. MoT until August 2017, sold for spares or restoration. OIRO £1,000. Contact Nick on 07921 886414

1994 Volvo Olympian/Alexander body. Currently stored off road and in need of tax. New MOT. £8,000. Contact Matt on 07938 519649



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EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbusps2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 10 DECEMBER

Enfield Christmas Transport Bazaar. St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Junction of Church Street, Chase Side and Windmill Hill in the heart of Enfield Town, 2 minutes walk from Enfield Chase Station (Great Northern Hertford North Line) or 10 minutes walk from Enfield Town Station. All bus routes serving Enfield Town stop within 5 minutes walk. The event revives those staged at this venue in the 1990s and features up to 40 stalls selling all kinds of transport books, photos, DVDs, maps, timetables, tickets and other memorabilia. Bazaar open 11.00-15.00. Admission £3.00 (accompanied children free). Refreshments available. NO PUBLIC CAR PARKING at the centre. Booking forms (SAE please) from NLETE, 8 The Rowans, London N13 5AD or e-mail: nlevents@outlook.com

SUNDAY 11 DECEMBER

South Yorkshire Transport Museum Event Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30-16.00, shop and café open. Bus service to/from Rotherham bus station (Stand C1) hourly from 10.45. Admission £4, Concessions £2.50, Family £10. Further details from: info@sytcm.co.uk or Tel: 07950 327237.

Oxford Bus Museum 'Santa's Bus Grotto'. Free bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

SATURDAY/SUNDAY 17/18 DECEMBER

St. Helens. North West Museum of Road Transport Santa Special. 12.00-16.00. With free heritage bus rides around St Helens. Museum is near to St. Helens Central rail and bus stations. Free car parking nearby. Information from Clive Arnold: e-mail: clive@nwmort.co.uk or at our website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

SUNDAY 18 DECEMBER

Oxford Bus Museum 'Santa's Bus Grotto'. Free bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

MONDAY 26 DECEMBER

Workington Transport Heritage Trust. Free Town Boxing Day heritage bus service. All services connect at Workington bus station, CA14 2ND, the first purpose-built covered bus station in England. More at www.wttht.co.uk or call 01900 67389 from 1 December for full timetable booklet.



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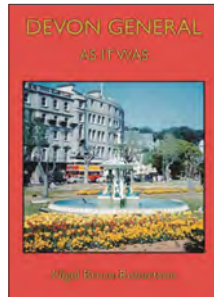
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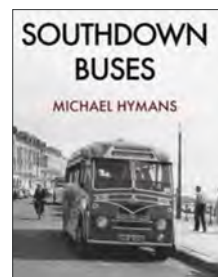
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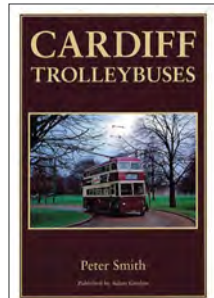


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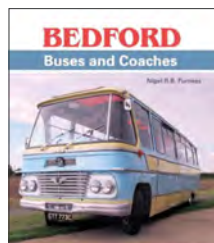


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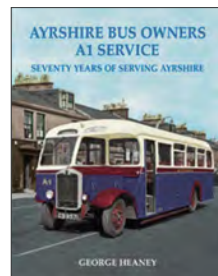


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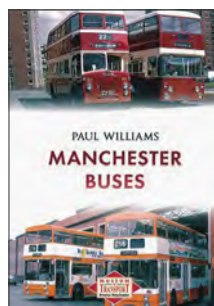
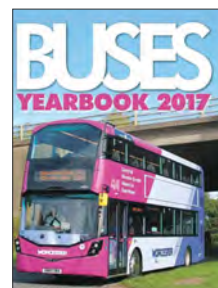


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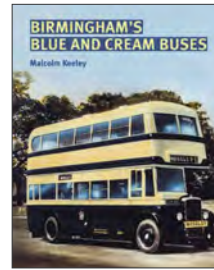
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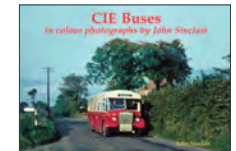


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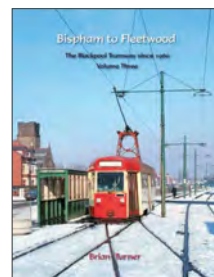
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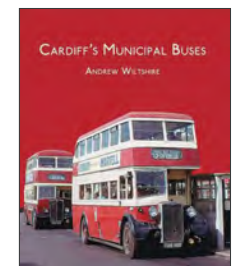
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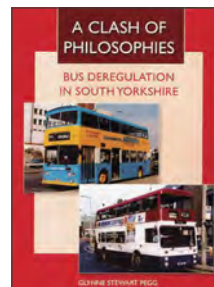
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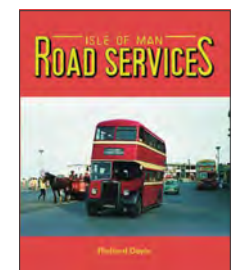
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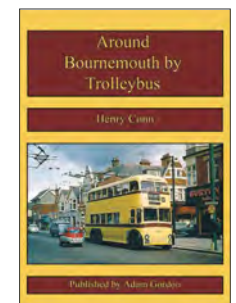
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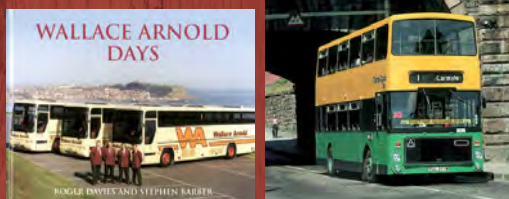
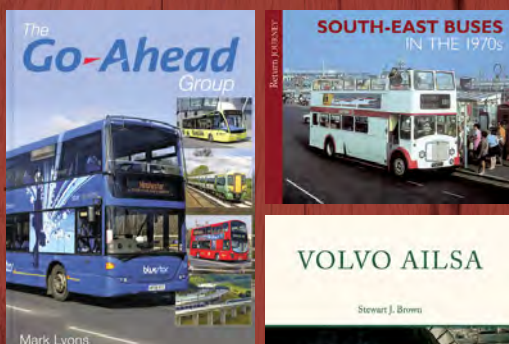
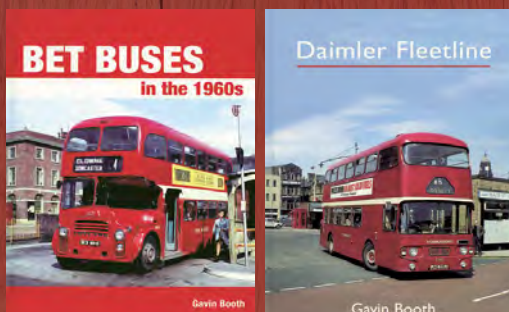
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